VOLUME IX NUMBER 7

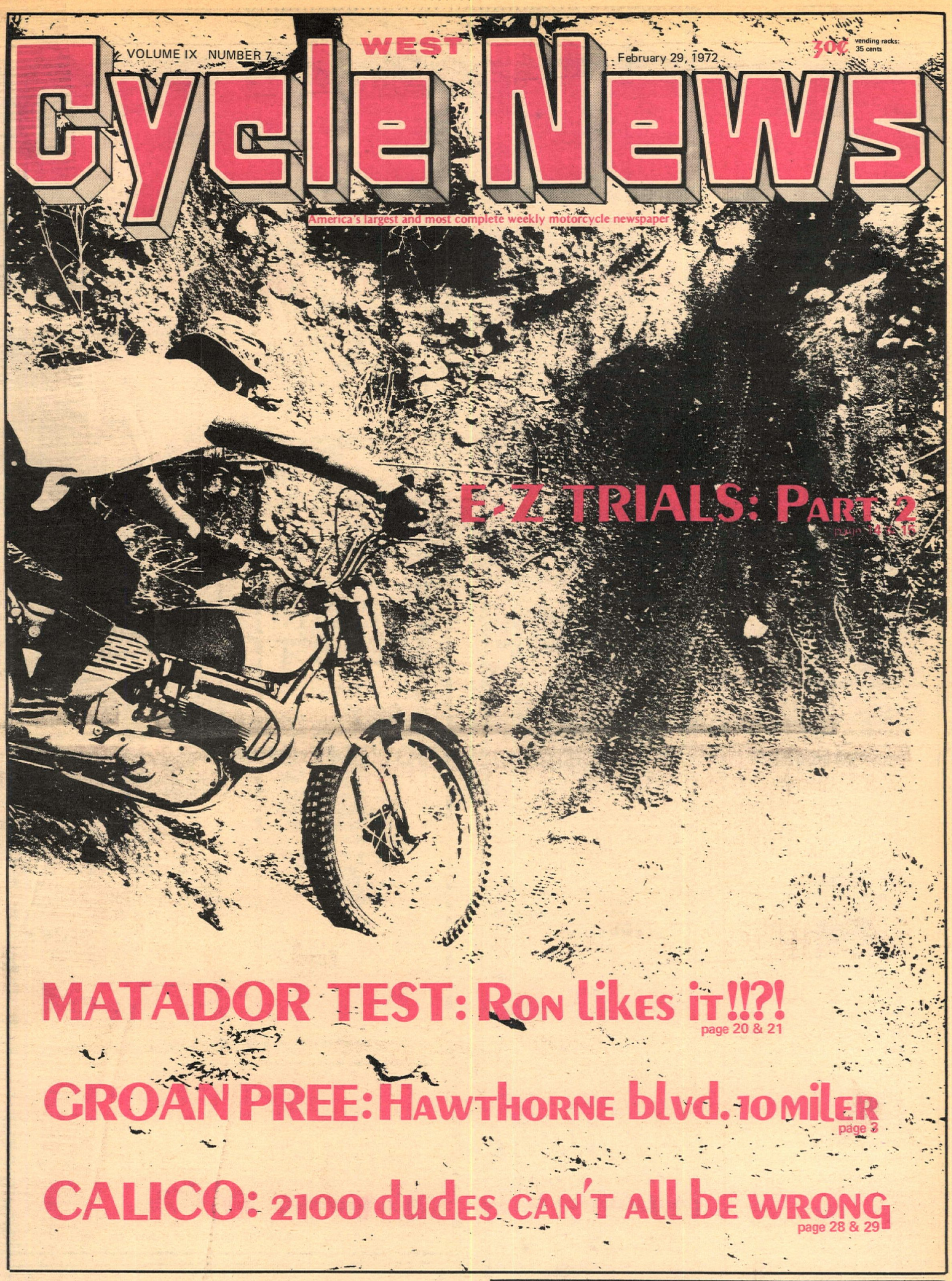
WEST

Cycle News

February 29, 1972

30¢ vending racks: 35 cents

America's largest and most complete weekly motorcycle newspaper



E-Z TRIALS: PART 2

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MATADOR TEST: RON LIKES IT!!?!

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GROAN PREE: HAWTHORNE BLVD. 10 MILER

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CALICO: 2100 DUDES CAN'T ALL BE WRONG

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Newspaper

P.O. Box 498 Long Beach, Ca.

90801 (213) 427-7433

FRIDAY, FEBRUARY 25

INDOOR SHORT TRACK, Cow Palace, San Francisco, Ca. 8 pm. $1200 purse. Adults $3, kids 75 cents.

USMRC MX, El Toro Spdwy, El Toro, Ca. 7 pm. $5 post. Cash to Experts. Box 1027, Pomona, CA 91769. 714/985-3149.

CMC MX, Lions, Wilmington, Ca. San Diego Fwy at Alameda. Sign by 6:30, race 7:30. $5 post.

SATURDAY, FEBRUARY 26

INDOOR SHORT TRACK, Washoe Co Frgnds, Pavilion Bldg, Reno, Nev. State champeenship series. $2 ride, $2.50 watch. 8 pm. 702/323-6055.

MX, Corona Rcwy, Corona, Ca. Riverside Fwy at Buchanan. $5 post. Pits open 7, race 9. 714/735-1705.

INDOOR SHORT TRACK, Glen Co. Frgnds, Orland, Ca. $2.50 ride/watch. Gate 5:30, race 8. 415/453-0731.

USMRC TT/FT, El Toro (Ca) Spdwy 7 pm. $5 post. Cash to Experts. Box 1027, Pomona, Ca 91769. 714/985-3149.

ACA AWARDS BANQUET. Royal Coach Motor Hotel, Ball Rd & Harbor Blvd, Anaheim, Ca. In the luxurious Sir Lancelot Room. Cocktails 7 pm, din-din at 8, presentations at 9:30. Reservations: 714/774-3ACA.

SUNDAY, FEBRUARY 27

CMC MX, Rawhide Park, Elsinore, Ca. Jrs: $5 mail (2/22), $10 post. Srs: $10 mail, $15 post. 9 am. Box 1402, Costa Mesa, CA 92626.

ACA MX, Saddleback Park, Ca. $5 mail (2/25), $10 post. Cash to Srs. Prac 8, race 9. 926 W 7th St, Upland, CA 91786. 714/982-7370.

TT SCRAMBLES, BRRMC. Lafayette, Colo. SRAC sanctioned.

MX, Fremont. Florence, Colo. SRAC sanctioned.

TT SCRAMBLES, Boulder Ridgerunners. Coal Creek Rcwy, near Lafayette, Colo.

FAMILY ENDURO, Pomona Valley Desert Riders. Stoddard Wells area, marked from Bell Mtn. Rd. & I-15. $5 mail, $6 post, $1 extra per man for teams. Drawing Feb. 15. PVDR, Box 282, Montclair, CA 91763. Info: Dave, 714/624-5800.

HARE SCRAMBLES North Bay. Replacement for Sa[illegible] Enduro. Middle Creek Campgrou[illegible]n 9, race noon. $4 ride, $2 wat[illegible]med from Upper Lake, Calif. 707/544-[illegible]178, 546-3903. CANCELLED

HARE SCRAMBLES, 100s. Annual 100-miler. Barstow. D-37 pts. $3.25 entry. Pins. 9 am. 714/599-5450.

ROUGH WINTER SCRAMBLES, All American. Fremont Rcwy, Fremont, Ca. Sign 9, race 12:30. $2.50 ride/watch. 415/322-1514.

ENDURO, Boonie Bounders. 2nd annual gambler. Limed from Lake Mead Blvd (n Las Vegas) & Nellis Blvd. Silencers. CERA, MRAN Pts. $6 mial (2/13), $7 post. Buck off for CERA & MRAN members. Teams $1 per rider extra. 2 SASE to Boonie Bounders, 1622 Belmont St., N Las Vegas, Nev. 89030. 702/642-0185, 736-3736.

ROUGH SCRAMBLES, Lightweights. 395 Cycle Park, Adelanto, Ca. HW 9 am, Ultras & LW noon. $2 ride, $.50 gate. D-37 pts. 714/987-4488.

ACE GRAND PRIX MX, Indian Dunes, Valencia, Ca. $500 purse. Members, Jr & Sr $5 mail, $8 post. Non-members $8 post only. Pro $10 mail or post. Box 174, Newhall, CA 91321. 805/259-8007.

HILLCLIMB, Matterhorn, Saddleback Park, Irvine, Ca. 714/639-5832.

HARE SCRAMBLE, 100's. Limed from Barstow offramp on I-15. 9 am. D-37 pts. D-37 card req'd. 2 50-mile loops.

TEAM SCRAMBLES, El Cajon. Monument area, limed from I-8 & Hwy 98. Riders meeting 9 am. $3.50. D-38 pts. 714/477-7969.

MX, Simi Valley. Muntz Cycle Park, Moorpark, Ca. $5 mail, $7 post. Sign 6:30, practice 7:30. 3 20 min. motos. Prac Sat. afternoon, camping. D-37 pts. Brad Williams, 3377 Black Ave, Santa Susan, CA 93060.

ALL-JUNIOR MX, Bay Mare, Somis, Ca. 50% brass. 9:30. $5 post, $7 mail. Box 371, Somis, CA 93066. 805/529-1872.

MX, SRA. Novice only. Argyll Park at Campbell Ranch. Limed from milk farm on I-80. Sign 8, race 10:30. $2 watch, $3 ride, $1 for MORE (hoo-hah!). Rain or shine. 916/481-6560, 628-2809.

MX, ARizona Desert Raceways. 5 mi E of Buckeye S of Liberty. $6 Nov & Am, $8 pro, $5 minis, PP, & beginners. $2 watch. 1408 E Granada, Phoenix, AR 85006. 602/252-1900, 247-3685.

MX, Southwest Motocross Park, Lockhart, Tex. 3 mi S of Lockhart on Hwy 183. Cash to Experts. Camping. $2 ride, $2 watch. Prac 9, race noon. 512/398-3328.

MOTOCROSS INTERNACIONAL, Tijuana. 6 mi E of Tijuana, BC, on Tecate Hwy at Rodriguez Dam. Prac 8 am, race 11. $3 entry, $1 gate. 714/423-0498.

MX, Yuba-Sutter. Under the E St Bridge, Marysville, Ca. Sign 7, race 10. $3 rdie/$2 watch. 916/673-7767.

SCRAMBLES, Lodi. Lodi Cycle Bowl, Lodi, Ca. Sign 9, race noon. $2 ride/watch. 209/368-7182.

MX, Slo-Pokes & Clear Lake. Oasis Int'l Rcwy, Hwy 20 between Williams & Clearlake in Lake Co. Sign 7, race 10. $4 ride, $2 watch. Entries close 2/20. 43 Soda Bay Rd, Lakeport, CA 95453. 707/263-6850, 263-5049.

MONDAY, FEBRUARY 28

MOVIE. "Cycle West Coast." Downey Community Theatre, Downey, Ca. 7 & 9 pm. $2.50. Narrated by Rich Goldsmith, in person.

WEDNESDAY, MARCH 1

MOVING PICTURE SHOW. "Cycle West Coast." Riverside Auditorium, Riverside, Ca. 8 pm. $2.50. Rich Goldsmith narrates.

THURSDAY, MARCH 2

MOOM PITCHER. "Cycle West Coast" Veterans Bldg, San Diego, Ca. 8 pm. $2.50. Narrated by Rich Goldsmith.

FRIDAY, MARCH 3

USMRC MX, El Toro (Ca) Spdwy. 7 pm. $5 post. Cash to Experts. Box 1027, Pomona, Ca. 91769. 714/985-3149.

FLICK. "Cycles West Coast". Veterans Bldg, San Diego, Ca. 8 pm. $2.50. Rich Goldsmith narrates.

SATURDAY, MARCH 4

INDOOR SHORT TRACK, Glen Co Frgnds. Orland, Ca. $2.50 ride/watch. Gate 5:30, race 8. 415/453-0731.

MX, Corona Rcwy, Corona, Ca. Riverside Fwy at Buchanan. $5 post. Pits open 7, race 9. 714/735-1705.

AMC MX, & SCHOOL, Saddleback Park. $5 mail, $10 post. John DeSoto school free. 9:30 am. AMC membership req'd: $5 to Box 663, El Toro, CA 92630. 714/830-7646.

USMRC TT/FT, El Toro (Ca) Spdwy. 7 pm. $5 post. Cash to Experts.x 1027, Pomona, CA 91769. 714/985-3149.

SAT. & SUN., MARCH 4 & 5

GRAND PRIX, Viewfinders. Indian Dunes, Valencia, Ca. Limited entry: $10 mail (2/20), $25 post. D-37 pts. Under 250, PP, & Old Timer mail to: Scott Perrin, 903 E 65th St., Inglewood, CA 90302. 251 & over: Tony Mistretta, 1901 E Merced, West Covina, CA. 213/677-5288, 339-6137. Special added attraction: ACE Pentathalon.

HILLCLIMB, Indian Dunes, Valencia, Ca. 1st Annual Rocky Mtn. Sat. 2501-3000cc all classes. Sun. PP, under-12, & 50-250cc. Fuelers & chainers OK. $4 mail or post. Rocky Mtn MC, 9630 E Beverly Blvd., Pico Rivera, CA. 213/OX 5-5721; 805/259-8007.

SUNDAY, MARCH 5

MX, Deadman's Point, Apple Valley, Ca. 10 am. $2 post, $2.50 non-members, $2 gate. Minis, PP, Old Timers. Silencers. 714/247-7473 eves.

regularly scheduled events

ATTENTION PROMOTERS:
For Listing in this column call or write:
CYCLE NEWS
Box 498, Long Beach, Ca. 90801
(213) 427-7433

1st SUNDAY OF EVERY MONTH

Deadman's Point, Apple Valley, Cal. — Motocross — all classes 8 a.m. practice — 10 a.m. start — $2.00 gate entry — $2.00 race entry with membership, $2.50 without membership. Effective Nov. 1, silencers required at all events. Info — (714) 247-7473 (eves.)

EVERY SATURDAY

TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Silencers required. Off Hwy. 71 in Elsinore, Calf.

3rd SATURDAY & SUNDAY OF EVERY MONTH

European Scrambles, Ponderosa, Ave. J & 145th, East of Lancaster. Sign up 8:30, race at 10:00. Experts, Amateurs, Novices, Post $4.25. Information: (805) WH 84809. Sand Sailors M.C.

EVERY SUNDAY

Motocross racing at Four Corners M/C Park. Practice at 9 am, races 1 pm. All classes, no cards required. Admission $1, entry $2.

EVERY SATURDAY NIGHT

USMRC ST/TT. El Toro, Cal. Speedway. $5 post entry. USMRC membership required. Pit gates open at noon. First race at 2:30 p.m. Cash for Experts. Trophies for Juniors. General admission $2.50. Servicemen $1.00. Junior $1.50. For further information: (714) 831-1621. Silencers required.

EVERY FRIDAY NIGHT

USMRC motocross, El Toro, Cal. Speedway. $5 post entry. USMRC membership required. Gates open 5 p.m. Signup closes 6 pm. First race 7 pm. Cash for Experts. Trophies for Juniors and Intermediates. General Admission $2.50. Servicemen $1.00. Junior $1.50. Children under 12 free. For further information: (714) 892-2460, after 5 pm. Silencers required.

INDIAN DUNES PARK
600 acres — hills, streams, sand
Family riding 7 days
7am 'til dark
Moto-X Races every Sunday
2 miles west of Interst. 5
on Hwy 126 at Castaic
(805) 259-8000

american
cycle
association
presents

Feb. 26 — Awards Banquet
See Cal. sect. for info.
Feb. 27 — Saddleback Motocross
Mar. 5 — Carlsbad Motocross (Bultaco Series)
Mar. 12 — Saddleback Motocross (Bultaco Series)
Mar. 19 — Carlsbad Motocross
Motocross Info
Motocross Division:
(714) 982-7370

NEW RIDERS, THE FIRST TIME OUT ARE NOT CHARGED POST ENTRY

For further info. see calendar or phone ACA office 1-5 M-F
★ (714) 774-3ACA ★
American Cycle Association, 106 No. Claudina, Suite 312, Anaheim, California 92805

HANGTOWN '72
APRIL 1&2
Motocross
$5,000 Professional Purse
Sunday
SEE Feb. 8 Cycle News for Entry and additional details
All mail entries close Mar. 15
SILENCERS REQUIRED
Easter Sunday — Dist. 36 rules
Plymouth, Calif. — Limited Entry
Hwy. 16-30 mi. east of Sacramento
Hwy. 49-14 mi. north of Jackson

BAY MARE
Motocross
All Junior Day
2-27-72
50% Gold
Rain or shine
1st race 9:30am
Open practice on Saturdays from 7:00 am to 2:00 pm
Mail entries $5 Post entry $7
P.O. Box 371, Somis, Ca 93066
Info: (805)529-1872

RIDE WITH THE BEST
RIDE CMC EVENTS
motocross
AT
Feb. 27 — Rawhide Park (Anniversary Series)
Mar. 5th — Saddleback
12th — Carlsbad (Anniversary Series)
19th — Saddleback
26th — Rawhide Park (Anniversary Series)

SILENCERS MANDATORY. $5 mail entry, $10 post entry for Juniors & Intermediates. $10 mail, $15 post, Expert, per class. Mail entry closes five days before event. C.M.C. license and 3 number plates required. Gates open 6:30, practice 7:30, sign-up closes 8:30 — racing starts 9:00 am. Mail entries to C.M.C., P.O. Box 1402, Costa Mesa, Ca. 92626.

100'S M.C. 5TH ANNUAL
100 MILE
HARE SCRAMBLES
Feb. 27
New territory (virgin)
Finisher Pins
Dist. 37 & AMA cards required
Start Time 10:00 AM/EX.
10:20 NOV.
Trails all the way
$3.25 Entry pays for two trips down Little Grand Canyon
B.L.M. says
"No burning of brush"
So...bring wood
Info: (213) 331-4058

DRA Desert Racing Association
Presents
A HARE SCRAMBLES
Two 28 mile fun loops
BEGINNERS & NOVICES ONLY
Starter Pins & Finisher Pins
20% Trophies — contingencies
special classes—16 under—35 over—
11 engine size classes
Novices 10 am—Beginners 10:15
MARCH 12
Limed 7 miles north of Adelanto on Hwy 395

SPORTSMAN RACING ASSOCIATION
presents the
RIVERSIDE SCRAMBLES
GRAND PRIX NUMBER 2
RIVERSIDE INTERNATIONAL RACEWAY MARCH 18-19

Here's a good chance to tune up for Sprll's Elsinore Grand Prix. Beginners, Novices, Amateur and Expert classes. Seven races each day including special Amateur/Expert race both days. One hour races on a wide course...approximately 1/3 asphalt, 1/6 fast TT terrain, and ½ Cross Country. Classes: 0-75cc and Mini-Bikes, 100cc, 125cc, 175cc, 250cc, Open, and Powder Puff. Special groups for riders under 16, over 35.
*Mail Entry...$7.00; Post Entry...$10.00; no admission charge for riders. Admission $2.50, Children under 12 Free. Entries will be limited to 200 riders per event. You can beat the sign-up crowd by mailing your entry with two self-addressed, legal-sized envelopes to:
Sportsman Racing Association, 1501 Mariposa Street, Corona, California 91720
*NO PLAY BIKES ALLOWED. SPECTATOR BIKES MUST BE LEFT IN SPECIAL BIKE CORRALS.
20% Trophies — 100% Finishers Awards
For Entries and more Information: (213) 370-8234 or (714) 735-4641.
Rider sign-up starts 5:00 P.M. Friday, March 17, room in classes permitting. Camping overnight in pit/infield area will be permitted. Concession stands will be open during all activities.

***Racers' Swap Meet in Riverside's paved, enclosed garage area both days...no additional charge for buyers or sellers!**

★ 2nd Dist. 37 moto-x this season.
SIMI VALLEY M.C.
Presents District 37 Moto-Cross
FEBRUARY 27
MUNTZ PARK — MOORPARK, CALIF.
(Pro-course)
Get your points early! Silencers required. ★
Saturday practice allowed after 12:00 p.m.
Take Ventura Freeway to Moorpark Freeway, go north to Tierra Rejada Rd., turn right, course is immediately on the left.
Overnight camping allowed (if you arrive before 6:00 p.m.)
Mail entry $5.00. Post entry $7.00.
Sign-up opens at 6:30 a.m. Practice starts at 7:30 a.m. Three twenty minute motos.
Mail entries to: Brad Williams
3377 Black Ave.
Santa Susana, Calif. 93063
★

HARE SCRAMBLES, River Valley. Sanction: Motorcycle Racers of Nevada.

HRA TT/½-MILE, 395 Cycle Park, Adelanto, Ca. Sign 8:30-10. $2.50 per class. $1.50 gate. HRA pts. 714/246-6109.

MX, Lompoc Slo-Pokes. Spillway Park near Santa Maria, Ca. 9-35 pts. 10 am. $3.50 entry, $1.50 gate. Camping. 805/736-6362.

MX, Osteen Bike Park. Juniors & Ints. $5 mail, $10 post. Srs $10 mail, $15 post. $500 purse. 50% brass. 610 Cherry St., Brea. CA 92621.

ALL-JUNIOR MX, Muntz Cycle Park, Moorpark, Ca. "Tri-Am." Sign 6:30, race 9:15. $6 mail, $8 post. Free gate to riders. $1.50 watch. 15814 Tierra Rejada, Moorpark, Ca. 805/529-2371; 213/987-3131.

OBSERVED TRIALS, VOTE. Muntz Cycle Park, Moorpark, Ca. Sign 8, rider's meeting 9:30. Mufflers.

ICE RACING, Harry's Roamers. Rainbow Falls Park between Woodland Park and Deckers, Colo. Sign 10 am, race noon. 303/233-6747, 455-4074.

MX, Cloverfield Race Track, Cloverfield Airport, Friendswood, Tex. Gate 8, race noon. $3 race, $1.50 watch. 713/482-7551.

ENDURO Chaparrals. Limed from Lucerne, Ca. $5 mail, $7 post, teams add $1 per rider. 2 SASE to Box 402, Corona, CA 91720. D-37 pts. 8 am start. 714/737-1651, 528-3007.

STOCK CAR RACE. Stock car race? Yup. Gene Romero will be racing in the Miller High Life 500 at Ontario Motor Speedway. A big cheering section for him would be a gas.

EUROPEAN SCRAMBLES, Highsiders. Thermal, Ca, 20% brass. Valvoline to each entrant. $3 entry. LoDRA pts. Limed from 86-111. 10 am. 714/347-6870.

MINIS, AMRA. Indian Dunes, Valencia, Ca. All ages & classes. $4 mail, or post. Box 174, Newhall, Ca. 91321. 805/259-8007.

ACA MX, Carlsbad, Ca. $5 mail (3/3), $10 post. Cash to Srs. Prac 8 am, race 9. 926 W. 7th St., Upland, CA 91786. 714/982-7370. Butaco Series.

CMC MX, Saddleback Park, Ca. Jrs: $5 mail, (3/1), $10 post. Srs; $10 mail, $15 post. 9 am. Box 1402, Costa Mesa, CA 92626.

SRA HARE SCRAMBLES. Limed from Lucerne, Ca. 20% brass. 9 am. Beginners & Nov. Pins. 213/370-8234, 714/735-4641.

8-HOUR ENDURO, Sand Hills. Strasberg, Colo. no SRAC points.

ICE RACES, Harry's Roamers. Rainbow Falls, Woodland Park, Colo. SRAC points.

CROSS-COUNTRY, Valley Dirt Riders. Berthoud, Colo. No SRAC points.

PACIFIC-AMA MX, Carlsbad (Ca) Raceway. $2000 purse to 500cc Pros. AMA license req'd. Supporting races Amateur status, $5 entry. 714/979-8761.

MX, Ark. Valley. La Junta, Colo. SRAC points.

FRIDAY, MARCH 10

USMRC MX, El Toro (Ca) Spdwy. 7 pm. $5 post. Cash to Experts. Box 1027, Pomona, CA 91769. 714/985-3149.

SATURDAY, MARCH 11

INDOOR SHORT TRACK, Washoe Co Frgnds, Pavilion Bldg, Reno, Nev. State champ series. $2 ride, $2.50 watch. 8 pm. 702/323-6055.

USMRC TT/FT, El Toro (Ca) Spdwy 7 pm. $5 post. Cash to Experts. Box 1027, Pomona, CA 91769. 714/985-3149.

WEATHER-PERMITTING MX, Valley. Cycleland Spdwy, 14 mi S of Chico, Ca, on Hwy 99E & Gate Shippee Rd. Sign 8, race 10:30. 916/342-9302.

AMC MX, Muntz Cycle Park, Moorpark, Ca. Send for entries: Box 663, El Toro, CA 92630. 714/830-7646.

SUNDAY, MARCH 12

CMC MX, Carlsbad (Ca) Rcwy. DKW series. Jrs: $5 mail (3/7), $10 post. Srs: $10 mial, $15 post. DKW series. 9 am. Box 1402, Costa Mesa, CA 92626.

AMA NATIONAL SCHEDULE

3/12	Daytona, Fl.	200 mi RR
4/16	Atlanta, Ga.	125 mi RR
4/29	(To be announced)	
5/6	Gardena, Ca.	25-lap TT
5/21	San Jose, Ca.	25 lap Mile
5/27	Los Alamitos, Ca.	20 lap ½ mile
6/11	Louden, NH	100 mi RR
6/3	Louisville, Ky.	20 lap ½ mile
6/18	Indianapolis, Ind.	125 mi RR
6/25	Columbus, O.	20 lap ½ mile
7/2	San Jose, Ca.	20 lap ½ mile
7/9	Salem, Or.	20 lap ½ mile
7/15	Castle Rock, Wa.	25 lap TT
7/23	Monterey, Ca.	125 mi RR
7/29	New York, NY	20 lap ½ mile
8/5	Homewood, Ill.	25 lap Mile
8/10	Hinsdale, Ill.	Short Track
8/13	Peoria, Ill.	½ mile/TT
8/26	Indianapolis, Ind.	25 lap Mile
9/3	Talladega, Ala.	200 mi. RR
9/9	Arlington Hgts,Ill.	Mile
9/17	Nazareth, Pa.	25 lap Mile
9/23	Gardena, Ca.	½ Mile
10/1	Ontario, Ca.	250 mi RR

HARE & HOUND, Victors. Hwy 395 N of Red Rock. Trail nov one loop only. D-37 pts. 213/340-8470; 805/527-4525.

HRA TT, ½-MILE, 395 Cycle Park, Adelanto, Ca. Sign 8:30-10. $2.50 per class. $1.50 gate. HRA points. 714/246-6109.

HARE SCRAMBLES, Taft. 1 mi W of Maricopa, turn right on Elkhorn Rd. $2 ride $1 gate. 10 am. Camping Sign 8 am.

POKER RUN, Jesters. Limed at 4 Corners, jct. of Hwy 395 & 58. $5 mail, $7 post. Win a Super Rat. Box 1027, Apple Valley, CA 92307. 714/244-3059, 244-4268.

AMA GRAND NATIONAL CHAMPIONSHIP ROAD RACE, Daytona Beach, Florida. 200 miles.

MX, Escape Country. 1st qualifying round for AMA National Championship MX series. 11 am. Camping available.

MINIS scmbka. Saddleback Park, Irvine, Ca. Sign 8 am, race 10. (213) 426-9355.

MX, Stumpjumpers. Elsinore (Ca) Rcwy. 40% brass to all classes. $5 mail, $8 post. Limited entries. Steve Mitchell, 2162 Harbor Isle Ln, Huntington Beach, CA 92646. 714/778-6700.

MX, Feather River. Under the E St Bridge, Marysville, Ca. Sign 7, race 10. $4 ride, $2 watch, $5 late fee. 916/742-8281.

ERA HARE SCRAMBLES, Limed 7 mi N of Adelanto on Hwy 395. Beginners & Nov only. Pins, 20% brass. Nov. 10 am, Beginners 10:15.

(Please turn to page 34)

the latest poop

By Papa Wealey

We trucked out to INDIAN DUNES for the first time in several months to take a look at the racing and the other assorted diversions. That place changed. Like any self-respecting motorcycle park, they are up to their ears in lawsuits. Seems like every time some brat falls off a bike he has no business on in the first place, there's always some parent with dollar-signs in his eyes who figures Junior's busted arse is going to make the family rich. Anyway, in order to protect (that is, "protect") the general public, the Dunes management has hired several security cops with the job of shooing off anyone who gets within earshot of the racing activity. One of the nice things about motocross-watching is getting sprayed with the dirt, grit and excitement of the sport. But, admittedly, there are many who don't know how to stay out of danger. So now we must watch the racing behind chain link fences. Boo. Another bummer: After visiting such tracks as Carlsbad, Saddleback, and others, the Dunes seems to be an anachronism because they are the only people who don't require a silencer. They evidently feel it's a selling point. Wrong; many bikers regard silencers as necessary equipment and use them all the time. But the jerks who insist on the usual pit racing had wide-open stingers. It's hard to imagine we accepted that racket one year ago. The Dunes should require silencers immediately. No one worthwhile will regret it.

* * *

According to the AMA Amateur Competition Rule Book, all clutch pedals must be rubber covered.

* * *

Pete Schick, national racing manager, has just announced that Yamaha will have RACING PARTS FACILITY in the garage area during Daytona Speed week. The facility will have parts for the new 1972 TD3, 250cc and the TR3 350cc road racers as well as the TD2 and TD2B. The facility will be managed by Richard Wagner of Yamaha's parts department. These parts will be available to all road racing participants.

* * *

BRUCE BROWN'S "On Any Sunday" has been nominated for an Academy Award for "Best Documentary Feature". Said Bruce, "Oh, boy! Now I can get a tux from my local mortuary and sit with all the movie stars."

* * *

A few months ago we announced that SID CHAMBERS was planning to have a "50cc GP" soon. Well, the Featherweight Racing Association has asked the American Cycle Association to help them put on a national championship-type event for the teacup racers. The big race will be about 50 miles in length. Watch this column for more details in the future.

* * *

LARRY HUFFMAN is trying to gather the loose ends for a proposed hour-long television show that concern motorcycles and nothing but. Huffman, whose successful "Motorcycle Hotline" (hope he gets a better name for his teevee show) can be heard on KLAC radio week nights at 7:30, has three sponsors lined up for the show and needs just one more to get things, as they say, in gear. Call (714) 637-1835 if you have something to say to him.

* * *

The District 37 Competition Committee voted unanimously to issue three number one plates in motocross in 1973. During 1972 points will be kept in three separate divisions, 0-125cc; 126-250cc; and 251cc-Open.

The idea was presented to the Committee by Tex Myers of the Boosters M.C. and motocross steward John Townsend. The feeling is this will increase the entries in District motocross where up to now everyone has been competing for the number one plate regardless of what size machine he rides.

* * *

English racer Sam Benn was fined for appearing in a public place with a NUDE MODEL on the back of his bike. In his own defense, he explained to the court that the girl was not nude but was wearing boots and a large belt.

* * *

Cal Rayborn came in second at a car race at Riverside Raceway February 17. The rumor goes that Dan Gurney has signed him for the four-wheelers full time. If true, that means that Cal will have to give up the scooters this year. On paper, the Harleys are the best ever this year and he has a strong chance at the Number One plate that has eluded him for so long. It will be interesting to watch which way he goes, assuming the choice is there.

* * *

March 12 will see a FAMILY POKER RUN in the desert by the Jesters M.C. First prize will be a Hodaka Super Rat (this is, after all, the Year of the Rat) to the highest poker hand. There will also be a whole bunch of contingencies and the like. Club secretary Gordon Byrne says "This run is set up so that anyone can ride it. We are having a woman lay out the course."

* * *

If that last comment didn't raise a woman's ire — although it wasn't intended to — this one should. Right after the Doughnut-and-Coffee Check at the SRA Fun Run Enduro (See pp. 28-29) there were two signs. The first one: "Women should be free." A few feet down the road: "Or cheaper, at least." Ron Vincellette, meet Gloria Steinem.

* * *

TOM HORTON has signed a three-year contract with Kim Kimball and Montesa. They will provide him with necessary rides as well as keep his 40-inch Triumph going. Tom will leave for Daytona shortly and hit a couple of short tracks in Louisiana along the way.

* * *

Son-of-a-gun. A new movie, "The Thrill is On" has just been announced and it's starring DAVE ALDANA. Haven't the foggiest idea what it is about, but we will mention that this is the third motorcycle movie in the past year aimed at the enthusiast and, like the other two, has "on" in the title. Right off.

* * *

Jim Conway of Visalia, Calif., has won two free tickets to last January's Astrodome Nationals by sending us the following BAD PUN: Mark Brelsford was asked if he had any trouble handling a heavy bike. "Heck, yes," he replied. "Whenever I drop it, I can Harley lift it!" Yuk, yuk.

* * *

It will be interesting to hear the AMA's explanation of this one, although their motives are admirable: GARY BAILEY has heen awarded the National Number 93, on the basis of his points earned in motocross. This is a first.

* * *

An outfit called Cal Cross has taken over the CMC North event and things look rosy for them. They are starting a series which will give away four whole Carabela 125s, one for each class. The eight-race series begins in March so a peek at the Calendar will help you out.

* * *

The American Motorcycle Association has deemed the following as the schedule for the upcoming INTER-AMA professional motocross series:

1. June 25 by Owyhee M.C. at Boise, Idaho. Address: Box 733, Boise, Idaho, 83701. Total purse: $8000.
2. July 2 by Straddle Line Raceways at Olympia, Washington. Address: Rt. 15, Box 113, Olympia, Wash., 98502. Total purse: $8000.
3. July 8 by Leisuretech Inc. at Los Angeles Coliseum (night). Address: Box 13369, Sacramento, Calif. 95813. Total purse: $10,000.
4. July 16 by Unadilla Valley Sports Center, Inc. at New Berlin, New York. Address: Rt. 8, New Berlin, N.Y. Total purse: $8000.
5. July 23 at Moto-Sports Racing Circus, LTD. at Elkhorn, Wisc. Address: Box 297, Elkhorn, Wisc., 53181. Total purse: $8000.
6. July 30 by Mid-Ohio Moto-X Park, Inc. at Mansfield, Ohio. Address: 1135 W. Cook Road, Mansfield, O., 44906. Total purse: $8000.

Pay particular attention to the one at the L.A. Coliseum. It is being promoted by Leisuretech, Inc., who like to do things in a fancy way. That race will be advertised as 500cc United States Cup Final and International Cup 250cc Championships. The event will climax their United States Cup Series (taking placing during May at Cal Expo, Saddleback, and Carlsbad) and should feature many top Europeans since there are no FIM Grands Prix on that date.

* * *

Oh, wow. Another big AMA motocross series. It's called the PACIFIC-AMA, will consist of 12 races, and so far the purses total $30,000. Events are scheduled for all parts of California, Oregon, Washington, Idaho, and Utah. More information as it becomes available.

Suzuki Survives Boulevard Grand Prix

LENNOX, CAL., Feb. 18, 1972 — Richard Clotworthy (Suz) streaked his 50cc Suzuki Gaucho to a breathtaking win in the First Annual Hawthorne Blvd. Grand Prix 10. In addition to being the first place winner, Rick was the only contestant to successfully complete the course from a field of 23 entrants. Beginning at the intersection of Hawthorne Blvd. and Sepulveda Blvd. in Torrance, the course ran down Hawthorne to the finish at Century Blvd.

Bill Montalban (WFS) held the lead to El Segundo Blvd. but was disqualified when stopped by the Hawthorne Police for running a red light. Jim Bing (Hon) ran out of gas and coasted up on the center divider of Hawthorne Blvd. Due to the heavy 5 p.m. traffic, he was unable to push his bike across to the gas station.

Jerry Wild (Yam) gave up when passed by Mary Woth of Long Beach on her 10 speed Raleigh bicycle. His motive for quitting is unknown because Mrs. Woth was not a contestant in the race.

Despite the small turnout, plans are being made for the Second Hawthorne Blvd. Grand Prix 10 to be held in September of this year. There will be only one class (1 to 100cc) in this race. All survivors will be trophied.

Contact Marvin Tradition, Box 21, Hawthorne, Calif., 90520, for more details.

Cycle News

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HE'S CLEAN

When we read your rewrite of our New Products Release, concerning our "Will To Win" poster, we didn't know whether to laugh or to cry.

Even though your photo caption was cleverly worded, so that some of your newer readers won't get the impression that I'm a "dirty old man" trying to downgrade the sport and industry, I would like to point out that our company belongs to both the American Motorcycle Industry Association and the Motorcycle Industry Council, and that we have actively and editorially supported both groups' programs and goals over the years (not overlooking the fact that I served as President of the AMA for three years).

I'm sure that your caption wasn't intended as any type of insult, but did want to go on record in the event some of your readers may have interpreted it as such.

BILL BAGNALL
Bagnall Publishing Co.
Sierra Madre, Calif.

We were just funnin' around, for sure. We have been waiting from some weird letters, though. We'll pass on any we might receive...Ed.

TIRED OF HEARING IT!

In your issue of 2/15, I became a little angered at reading "Donna Dons..."

The grumbling heard isn't as wide-spread as the article would have one to believe. Spillway is a motocross track, that's right, Moto-X! If everyone wants a smooth track I suggest they get into something like TT or short track. The action is super fast there too, but the tracks are smooth.

At any Moto-X track one would care to visit, I'm sure there would be just as many crashes as at Spillway. It isn't the track that needs to be "slowed", I feel that the riders who are participating in any competitive event need to better realize his actual skills. No matter what new obstacles are placed on the track, there is going to be those few who go through them faster. After all that's the name of the game — Moto-X. Competition!

Regardless of the roughness of the track — somehow — the best guys still finish first.

I've heard moans and groans at nearly every track I've been to and it seems as though everyone (except for the guys taking the gold) have an excuse for not winning including me. But let's not put down a fine track such as this one.

SKIP RICE
Orcutt, Calif.

WHAT IF?

Imagine a bulletin from the AMA every quarter listing good and bad legislation coming and the voting record of our elected officals posted in every motorcycle shop in the U.S. And the Annual Report before the elections mailed to every registered motorcyclist in the USA. The AMA would have to buy a couple of blocks in Westerville to house their expanded offices cuz motorcyclists would care about the AMA.

Here's hoping...

CHUCK BAIRD
Carmel, Calif.

MORE THAN THREE

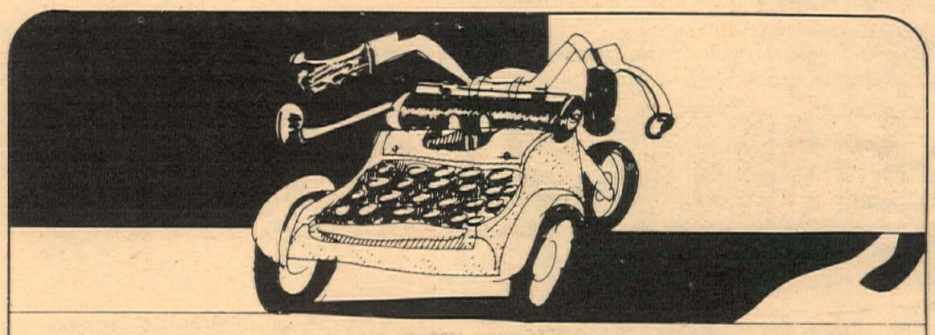
In your February 15, 1972 issue, you state on page 11 that Gary Lunsford "fresh out of the woods" has only just completed his third motocross ride. I have attended many CMC motocrosses and have seen him win at least two events overall. He currently holds an Intermediate status with the CMC but has not ridden for sometime. I think it is unfair that he says he has only ridden three races to possibly fool Edison Dye (ha-ha) into sponsoring him. Maybe it's not Gary's story, but maybe Art Cox'?

NAME WITHHELD

ETERNITY

To Don and Fred of the 100's M.C.: I will be eternally grateful to you and your 4-wheel-drive for rescuing my husband from having to spend a cold and hungry night out in the desert Feb. 13. If it hadn't have been for your determination to find those five guys stranded on Checkpoint No. 6, I'm sure they would still be there wondering, "Where did everyone go?"

CATHI MATHEWS
Hustlers M.C.



VOICES OF THE WEST

COURTIN' DAYS

I am writing about that guy that got hurt himself at Vasquez Canyon Rd. That guy was a real idot for taking the owner to court. I know friends who have broken their foot or have gone off a 10 foot embankment, but nobody tried to take the owners to court.

The place used to be a real bitchin' place to ride; well I guess that is all over. I hope the owner wins the case or it gets dropped. It only took some dumb parent to do such a thing, and maybe in five years or so the riders will ride there again.

RICK GRANT
Sepulveda, Calif.

TO THE INVADERS M.C.;

I am sorry I ran over one of your members when he fell at the Desert M.C. race. I hope he is all right.

Also, I want to thank you for helping me when I fell.

JIM GRAZIANO
No. 761c
Desert Foxes M.C.

GOOD SAMARITAN

One of our riders broke his leg on a run to the bomb before the SBVMC race. Iam Drake provided the wheels and much of his time to get our rider back to the pits.

Thank you, Iam Drake for being a friend indeed!

ANTELOPE RAMBLERS M.C.

REVENGE!

In reply to Vol. IX No. 5 Chop, Chop, Chop. Referring to Vol. IX No. 1: I'm the owner of this scooter and I also ride dirt. Therefore I'm glad to see that there's people who can appreciate both. The only reason I did not write a reply to this biased opinion sooner is because I figured anybody that would write something like this must have fallen off his Honda Trail 70 so many times and ate so much dirt, he's lost all of his good taste!

BOB PRICE
Long Beach, Calif.

WHAT IS REALITY?

Are Papa Wealey and Rod Breaker real people? I know Rotten Ron Schneiders is real because I saw him at an enduro once; people were pointing him out to me (one of the event officials was pointing with a Colt, but somebody else made him put it down) and telling me that I shouldn't be misled by my own impressions but should wait to read his next column before deciding what the enduro was actually like. Turned out it wasn't too bad.

J.G. KROL
Anaheim, Calif.

CHOP ROUND 3

This letter is in reply to the reply that appeared in the Voice of the West concerning my letter that you entitled 'Chop Chop'. Don't get me wrong, I'm not trying to start a running battle in the pages of Cycle News but I feel that I have to reply.

First off, Iceman as you call yourself, don't you have the guts to use your real name? Are you afraid to let the readers know who you are?

Secondly, you say don't knock it until you've tried it. I wouldn't try a chopper for the simple fact that most choppers, with their extended forks, have so much trail that they don't want to turn. This, along with the dubious quality of the components used makes me somewhat leery. See my point?

I do agree on one point, an occasional article or picture isn't going to hurt.

LARRY THEOBALD

Perhaps "Iceman" IS his real name...Ed.

THAT POSTER AGAIN

Of all the unmitigated gall! How dare you even insinuate that I, as a clean, decent, upstanding, American male, might desire that stolid example of intolerable filth. It is smut like that which give motorcycling a bad name. I would not accept that ludicrous excuse for drollery even if I were remunerated to take it.

P.S. Got any more?

WILLIAM LAHR
Compton, Calif.

WRITE WE MUST

Re: Presidential Proclamation, Feb. 22 issue.

If we all don't write to the right people, like Russ Sanford says, the bronzing people will have lots of business.

Lots of people will take the time to look up and write the right people, but I am sure that most will not, even if it means they might not have a place to ride.

God help use if we don't take the time to write these people.

BOB SHAW
Van Nuys, Calif.

TIGHT SPOT

Re: "Presidential Proclamation".

Please go a little further and have someone on your staff come up with a list of names and addresses of persons (*e.g.*, the President) to write to about the use of public land. Publish this list. Do everything you can to help the "infamous" cylist become more verbal.

Why? I believe the typical cylist is the kind of guy who punches down a gear and blasts through when he gets in a tight spot. He usually won't get involved in a long process of looking something up and then making a phone call, then writing a letter. This takes a lot of effort when he just wants to get it on.

I'd be willing to bet that if you sent all your subscribers a letter to sign and send (including envelope with postage), that less than half would do it. I suggest you stir them up with stronger, but factual propaganda and tell 'em where to write.

JIM LANE
Torrance, Calif.

Our "Where to Write" list will appear next week...Ed.

TENNIS, ANYONE?

My father was a member of the Gripsters Motorcycle Club and he is now beginning to ride for Fantasy Racing Team. I have been brought up in the motorcycle world, so I at least know what I am talking about.

I can't believe that motorcycle riding may be "blown off the map." What a bummer! What are teenagers like me going to do on the weekends when we aren't able to go out riding? Go out and play a couple games of tennis? I'm sure! How many kids are you going to go see playing tennis? Very little, if any.

What are we doing to do? Motorcycle riding is the greatest sport in the world and it can't be abolished!

DONNA DUNNINGTON
Buena Park, Calif.

AMA DISTRICT 37 BULLETIN

SPORTS COMMITTEE, FEB. 3

—The District's trophy presentation will be held on Friday, Feb. 18th at the Culver City Elks, 11160 Washington Place, Culver City, at 8 p.m. Y'all come.

—TT MC has been granted 4 additional scrambles dates of Mar. 12, Mar. 26, April 30, and Oct. 1.

—O.C.M.C. and the District would like any comments on O.C.M.C.'s "smoke bomb."

—Clubs should file a copy of their injury report with the ambulance steward, Diane Connolly.

—The Powder Puff Class has not been outlawed by the recent AMA ruling. Any club may still run this class at their discretion. What the rule has done is remove any restriction on grils entering AMA sanctioned races.

—Jim Honetor-Cactus Cats, Dick Gilman—Victors, Gary Herwick—Simi Valley, and Jack Forelich—Buzzards have accepted nominations for the office of Vice President of District 37. Lynn Wineland-Rickman owners, and Pete Colbert—Checkers declined.

COMPETITION COMMITTEE FEB. 10

—Checkpoint MC's request for a date change for their August, '72 Enduro was denied as date changes are contrary tod District 37 rules.

—Moto-X has been split into three divisions. They will be 0-125, 126-250, and 251-Open. Points will be kept separate for the three divisions this year, with a number one plate being awarded in each division for the 1973 season.

—Pasadena M.C. will be required to re-do the results of their Jan. 16 Hare Scrambles due to a number of protests. They were given two weeks to comply along with a two week extension on the trophy presentation date.

* * *

If your club needs communications for your event, the phone number for International Racing Radio Crew is 805/526-3972. Ample notice prior to your event should be given any group that you are asking for help. Some of our clubs do not seem to be aware of the fact that it is still the responsibility of the promoting club of a desert event to see to it that all entrants that break down or become lost on the course are returned safely to the pit area. Some clubs have become lazy or ignorant of this, and have shucked off their duty completely on to volunteer help groups, making help from these people increasingly hard to get lately. These groups must be given more co-operation with things such as accurate course maps, and some man power from the club that knows the course. This volunteer help also would appreciate trophies, pins, and donations to help defray operating costs.

There have been some complaints that District 37 race entry blanks are not readily available. The standard District 37 entry blanks are available from The Flanders Co., 340 So. Fair Oaks, Pasadena, phone 213/681-2581, from Diane Connolly, phone 213/375-0737, and from Roy McElroy, phone 213/549-1653. It has been the policy of the District to charge one cent apiece for the entry blanks with a minimum purchase of 200. Due to the rising costs of material and printing, and the growing size of our rule book, all extra copies will be charged for at the rate of $1 each. Rule books are available from any District 37 Competition Committee Steward.

m.o.r.e. from the capitol

By Russ Sanford

MANDATORY HEADLIGHTS

On Jan. 24, Assemblyman La Coste, who represents San Joaquin and Stanislaus counties, introduced Assembly Bill 194. Two days later, Sentator Grunsky, who represents San Benito, Monterey, San Luis Obsipo, and Santa Cruz counties, introduced Senate Bill 126. Both AB 194 and SB 126 require that every motorcycle shall be equipped with at least one, and not more than two, lighted headlamps which conform to the Vehicle Code, at all times that the motorcycle is being operated on a highway.

SOME DIFFERENCES

Senate Bill 126, if enacted, becomes effective on, and after, Jan. 1, 1975. Assembly Bill 194, if enacted, becomes operative on Jan. 1, 1974.

Senate Bill 126 also adds this new section to the Vehicle Code: "On and after January 1, 1975, no person shall sell a new motorcycle that is not equipped with at least one and not more than two headlamps which can be operated at all times that the motorcycle is being operated.

DIRT BIKES TOO!

The Vehicle Code defines a highway as a way, or place, of whatever nature which is open to the public and which is wholly or partially maintained by public funds. This definition includes not only streets, highways, county roads, and city roads, but can also be extended to forest trails, firebreaks, administrative roads, and any other path which is maintained by public funds and negotiable by any form of vehicle, including motorcycles. Theoretically, then, the headlight provision extends to all motorcycles except those used solely on private lands or upon established, closed-course race-tracks.

OTHER RAMIFICATIONSS

We are aware that many special purpose motorcycles and most mini-bikes are not presently equipped with lightning coils, batteries, switches, wiring harnesses, tail lights, stop lights, and/or headlamps. Adding such additional equipment will naturally increase the price to the consumer on new bikes and mini-bikes. Even though you don't need the equipment and would remove it following purchase, SB 126 would require it to be installed before the sale.

I don't believe that our legislators really intend to saddle the dirt-riders with this new headlight requirement or the additional expense. I would be more inclined to believe that they are not aware of the involvement, either because they don't understand the mechanical principles of a motorcycle or because they are not familiar with the law enforcement agencies' interpretation of a "highway".

WHY INTRODUCED?

AB 194 and SB 126 were introduced as safety measures. Federally-financed research by a private institute reveals a very definite reduction in motorcycle accidents in "states which have enacted mandatory headlight laws!! Senator Grunsky introduced a similar bill last year but withdrew his bill when we pointed out that the small difference between motorcycle taillight and stoplight illumination would create a safety hazard in the daytime and most likely result in more instances of motorcycles being rear-ended by drivers who could not discern the difference in daylight illumination. We also pointed out, last year, that motorcyclists should be 'educated' to turn on their headlights and to install bigger and brighter stoplights. But, we explained, to make such a practice commonplace, will greatly reduce the headlight program's effectiveness. Also, it might result in accidents wherein the other driver would 'reason' that, "It looks like a motorcycle but it couldn't be because it doesn't have its headlight on". And this could happen through electrical failure, burn-out, or a flying rock, which the motorcyclist wasn't even aware of.

WILL IT PASS?

You are no doubt wondering if this law will become enacted? My feelings are that the results of the federally-financed research will lend heavy support toward passage of the bills. I can stand up and talk all day to the legislative committees about safety, expense, discrimination, and anti-consumerism, but the research which shows fewer accidents with headlights will be overpowering.

ONLY ONE WAY OUT

I believe that there is only one way out! This being an election year for all of the 80-member Assembly and half of the 40-member Senate, it is logical to presume that 100 of our 120 state legislators will be concerned about their constituents 'back home'. If enough of us express our concern over this discriminatory legislation through letters, telegrams, and telephone calls, I am certain that our elected representatives may have second thoughts about offending us by voting in favor of something we are so adamantly against.

LETTERS NECESSARY

In 1971, we had another very successful year with our motorcycle lobby in Sacramento. That happened because you, the motorcyclists, responded with letters when we asked for them. We didn't ask for letters unless we felt it was absolutely necessary. I am now asking for letters. It is absolutely necessary that you let *your* elected representatives know your feelings on this subject.

If you still don't know who your representatives are, send a self-addressed stamped envelope for one of our FREE legislative and letter-writing guides. Address requests, comments, and/or inquiries to M.O.R.E., P.O. Box 26062, Sacramento, Calif. 95826.

BLACKWELL NIPS JONSSON IN 3rd WINTER-AMA MEET

FT. PIERCE, FLA., Feb. 6, 1972 — Mark Blackwell powered his Husky to first place ahead of European Tore Jonsson to win the 500 class of the third round of the Florida Winter-AMA series here today. Blackwell, Gary Jones, and Jonsson each won a moto.

Jim Weinert had the 250 class sewed until hike refused to start in the last moto, handing the win to Gunnar Lindstrom.

PROVISIONAL RESULTS

250	
Gunnar Lindstrom	Hus
Dave Langcor	CZ
John Bord	Bul
500	
Mark Blackwell	Hus
Tore Jonsson	Mai
Billy Clements	Hus

WEINERT, BLACKWELL WAIL AT WINTER-AMA

ORLANDO, FLA., Feb. 13, 1972 — Jim Weinert repeated his performance of the first Winter-AMA on the same course run backwards, and posted another three-heat sweep of the fourth in the series aboard his Maico in the 250cc Class. Gunnar Lindstrom fell in the final heat after scoring two strong seconds against Weinert.

The Open Class saw a fantastic race-long duel between Mark Blackwell (Hus) and Yamaha ace Gary Jones, with Mark on top of the roughest and most difficult race course yet.

RESULTS

250cc	
Jim Weintert	Mai
Ron Stockman	Bul
Jerry Williams	Bul
Don Smith	CZ
OPEN	
Mark Blackwell	Hus
Gary Jones	Yam
Bill Clements	Hus
Barry Higgins	CZ

Weinert, Blackwell Wail On- Again

TALLAHASEE, FLA., Feb. 20, 1972 — East Coast's James Weinert and the West's own Mark Blackwell flat outran everybody at the fifth of eight motocross meetings of the Florida Winter-AMA series on a savage course that had even the few visiting Europeans holding back.

"When they come here in the fall, I think we can hang in the first five," said Weinert, quaffing one of his three bottles of champagne awarded for heat wins by the DiffBrake people. DiffBrake's traveling repair shop welded Jim's frame before the first moto and he credits them with his win.

Gary Jones rode a full two hours to take second in both classes. Both Weinert and the DiffBrake crew plan on being in the west for the coming motocross series there.

RESULTS

OPEN	
Mark Blackwell	Hus
Gary Jones	Yam
Bill Clements	Hus
Sonny Defeo	CZ
Bryan Kenney	Yam
Jim West	Hus
Dave Robinson	Hus
Rick Graszl	Hus
Glenn Vincent	Hus
Barry Higgins	CZ
250cc	
Jim Weinert	Mai
Gary Jones	Yam
Wymqn Priddy	CZ
Gary Bailey	Bul
David Longcor	CZ
Gunnar Lindstrom	Hus
Jerry Williams	Bul
John Borders	Bul
Ron Stockman	Bul
Tony Wynn	CZ

scramblin' around

By Maureen Lee

I still can't quite get the BSA-Triumph merger, where in all the shops will carry the two brands. Yes, we know they belong to the same company but it'll still seem funny walking into a Triumph shop and seeing a Beezer sitting on the floor. Next time I'm in the vicinity of our favorite Triumph shop where we've bought three of ours, I think I'd have a bit of fun with Norm Lee by asking for parts on a 1956 Goldie and watch his reaction. On second thought, maybe I'd better not.....

We had a pleasant surprise a couple of weeks ago when we ran into some old acquaintances from the motorcycle world. Remember the Ascot starter Tony Drake and his wife Leslee? Poor Tony used to get his share of "kill the starter" yells from the stands, usually prompted by his friends. Anyway, we took in a boxer show and couldn't believe our eyes. There was Tony in the ring with a beautiful little female and as he showed her for the judge it was hard work not to yell "kill the starter" as he went by. One just doesn't do those things at dog shows. So we waited 'til he was out of the ring and, boy, was it old-home week. They are completely in the dog business now, boxers being their breed (superior dogs and not for everyone) and they also have a boarding kennel. So if you have a pooch and are planning a trip away from home you can find Tony and Les at Eager's Boarding Kennels in Thousand Oaks.

What do you think about Husqvarna's plans on having an American champion within three years? Can they do it? You can bet your nelly they will. The Swede's are a very determined people when they set out to do something. Whether our boys can survive the training might be another story but they certainly will have an education as to what makes a motocross champion. Their seriousness is proven by Husky flying one of their top surgeons from Sweden to operate on Bob Grossi's knee. They wanted that leg job done right.

And what is Japan up to? Well, we all know what havoc they wrought this year with their Suzukis when they got serious. Maico isn't asleep and you can bet C-Z isn't dithering around either in their quest for the World Championship but what a coup Husky would have, an American World Champion on one of their machines!

As for us who like English bikes for one reason or another, what have we to look forward to? Not much. Greeves promises a goer of a machine but it won't be ready yet, in spite of the fact a Greeves could still win and always could when properly riden (no, don't giggle). Just try and fault the handling of one and when properly cared for, as Gary Bailey and Jim Wilson have proved, they can do their stuff but alas, they are no longer fashionable to ride and heaven knows, one must ride what is fashionable (i.e., what the big boys ride and win on).

BSA? Well, there's a company that's enough to give a chicken the pip. (that's an English expression for feeling lousy). There they are with some marvelous motocross equipment just sitting there mouldering away and they won't even field one man, *not one man*, against the invading hordes. I get mad enough thinking about it that I think I'll boycott tea and when next in Boston throw some myself in the Harbor! For we Anglophiles we have one hope and that's in AJS. They, thank God, are still interested in seeing the British flag displayed and are waging a good campaign in this country with their Stormers. Have to warn them though...if they ever get complacent they will be visited one dark night by a little old lady from Long Beach who will blow up their warehouse. Keep swinging!

In the happy news department, the Jim Connolly's (he of the 1971 District scrambles Heavyweight Number One plate and she the Heavyweight Scrambles Steward on the Competition Committee) have presented the District with a new rider, James Andrew, who even managed to make it to the checkered flag on dad's birthday. If that wasn't sandbagging I don't know what is. James Andrew's gift from Dick Kouns is his Ultra-lightweight Expert number 0 with membership in the Tidy Didy M.C. Congratulations you two, and especially you Jim, after living with Diane, your three lovely little girls and even a female dog. You needed that male support!

Now to serious business. Please, if you think anything of the way I write, agree or disagree with what I say or whatever, please take something seriously. That's the Presidential Proclamation about the use of Public Lands. Even do me a favor and go to last week's Cycle News and read Writin' Around and related articles. If all you ever look at is the articles you personally were involved in, please, just this once, for the sake of this old grey head, read them. We are up against it in a way we've never been before. We've battled in individual states for motorcyclists' rights and won but now we're up against the Panzer divisions, the Federal Government, and they mean business. It is up to us to direct our officials whom we elected in the first place, the way we want things to go, or else as Russ says, "gold plate your bike for bookend." Re-read these articles and take just those few minutes to write to your officials. Yes, I know you think the other guy will do it and you'll sluff off, but if we all wait for the other guy to do it, we've plain lost it.

Look at it this way, as I do, nastily. President Nixon isn't exactly the most popular chap around right now what with the price freeze, Viet Nam war, and having aids making statements to the effect that if you're against the war you're giving "aid and comfort to the enemy" (which means I, sir, am close to being guilty of treason myself but I'll damn well drop my soap box on your head for daring to say that) so Mr. Nixon is looking for something popular to pop on his platform. What is one of the most popular words in use today? Ecology! What a nice flat plum for a President to be able to point out with pride, that he has saved vast stretches of American for the people from the ravaging hordes. If you saw last Sunday's Los Angeles Times, they act as though those of us who use Public Lands are Atilla the Hun and Genghis Khan rolled into one. (Of course, great care will be taken not to mention too much about how the Government grants rights for big business to strip mine or do anything they please on Public Lands.) They will appeal to the grass roots of America, get the folks in Kansas and Iowa stirred up as to damages done to California desert and how it has now been "saved". We in California know how we care for the desert we use. It is up to us that the rest of the country know we care and this can only be done by all the motorcyclists.

NEVER GOT PAID, YOU SAY?

If you sent in stories and/or photos to Cycle News during the past year and never received payment for them, maybe the reason is that we misplaced your address. Check out the following list of names and if yours appears, send us a letter giving us your address and we'll send you your check soon. Write Cycle News West, P.O. Box 498, Long Beach, California, 90801, attention: ACCOUNTING.

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MALCOLM HEAP FAST AT SOBOBA GRAND PRIX

By Hal Sanguinetti

SAN JACINTO, CAL., Feb. 13, 1972 – The Soboba Indian Reservation exploded into a fury of earth-shaking sound and confusion. Not an uprising or revolt, but the annual Soboba Indian Grand Prix, sponsored by the Soboba M.C. with all proceeds going to the Indians. A beautifully clear day greeted almost 500 racers and an estimated 5000 spectators who came for the second running of one of the most picturesque, exciting, and challenging 100-mile Grands Prix in Southern California.

Promptly at 11:00, the flag went up, and, as expected, Malcolm Smith on a new 250 5-speed Husky leaped into the lead, never to be headed. Leading by a minute and a half after the first lap, Malcolm increased his lead over Steve Subith on a new 250 MX Yamaha and Bob Messer on an Ossa. The positioning remained much the same until Subith did a big number and his pit crew had to change his handlebars. Somewhere along the line, Messer lost some of his steam and Jack Morgan, former desert trailbike No. 1, pulled into position on a 175 Puch. Subith overcame much of his pit-stop handicap and, as of press time, is the prime contender for second place with Morgan. The exact results will be announced in about a week.

Pit stop played an important part in the race. Malcolm consistently pitted for gas within 20 seconds, but the quickest stop of the day among the hard runners has to go to big John Rice. At his first stop after four laps, John's crew had him in and out in less than 15 seconds. John was looking very strong and probably had first 125 and good overall positioning wrapped up, but a broken chain ended his chances with only laps to go.

Several Powder Puffs finished the grueling race, along with a husband and wife team. A number of teams met with untimely finishes for one member, while the other did well; the team of Jerry and David Ashley is a case in point. Jerry seized his 250 8-speed Husky before the pits on the first lap, while his son, David, rode a smooth, consistent race to finish strong aboard his new 125 Penton.

The lone sidehack finished, as did about one-quarter of the starting field.

Many were in various stages of disintegration, ranging from crumpled and missing fenders to hanging expansion chambers.

Very few injuries were reported, the worst being a possible broken ankle. All in all, it was a very enjoyable day; with temperatures in the low 80's and a cool breeze, most everyone had a good time. Next year's plans include a revised course and limited entry, and, hopefully, concession stands. See you then.

The start of Soboba: (reading numerically in decending order from L. to R. starting with 5 and ending with 2) Jack Morgan, Steve Subith, Ed Steffan and Malcom Smith (duh winnah).

Young & Green Baldwin Sweeps Dunes Juniors

By John Grout
Photos by Racing Photos

VALENCIA, CAL., Feb. 20, 1972 – Fifteen-year-old Lance Baldwin of Lancaster, while riding in the fifth motocross race of his young career, today swept all three of the heats for the 125cc Juniors at Indian Dunes Park in Valencia.

Baldwin slid his swift Yamaha to a grand slam victory at the expense of Randy Stubbs (Bul), Allan Knutson (Yam) and Dave Johns (Bul).

Mike Keena, the Long Beach Jawa pilot, finally got everything going in the right direction as he scooted to a 7-2-1 group of placings in the three motos to win the 250cc Seniors. Finishing behind Mike on the day's final results were Gary Hymes, who scored a 2-6-3 tally for his efforts.

Sherman Andrews (Hus) whipped Rob Morgan (Hus), Jerry Hunt (CZ) and Maico whistler Mike Marsh, as he snatched an overall win among the Open Seniors. Andrews gained long-margin victories in both this first and third motos.

In the conflicts for the 125cc Seniors, it was a case of too many high-flying Bultacos, raced by too many full-bore hotshoes which included Shane McDonald, Chris Mogenson, Gary Huber, Dennis Haile, Brad Blair, Keevan Acevedro and "Joltin'" Joe Granatelli, astride the S.T.P. racing special – every 'cycle in the bunch, a Bulto product during the afternoon – headed for the day's largest trophy.

Ron Acevedo, however, a winner in his first two heats, and who was also riding a Bultaco, clinched the day's overall win when Mogenson, second and fourth earlier, was unable to get his running gear fired until the final heat had been pounding down the course for a respectable two-minutes. He still took second overall, however.

After a splendidly wild battle among the 100cc Juniors, a pair of Rickman riders, Nick Hale and Chuck Herbert, emerged as overall big guns. Mark Lawrence (Yam) and Rick Reihms (Hon) were following the leaders.

The three divisions of Old-Timers were beaten by Tom Hoyle (Hod), 52-year-old Dick Bower (Bul), and Novice rider Ron Smalley, who was trying his ability on a Montesa.

A young track burner named Mark Hateley (sound familiar?), younger brother of AMA firecracker John, grabbed two wins in the final heats involving the 250cc Juniors – yet was still beaten for the overall cup. And that does seem a shame, when you consider that this talented rider was able to come from ninth to second during the first lap of the second moto. Wins went to Rick Arnold (Yam) and Russ Newman (Bul).

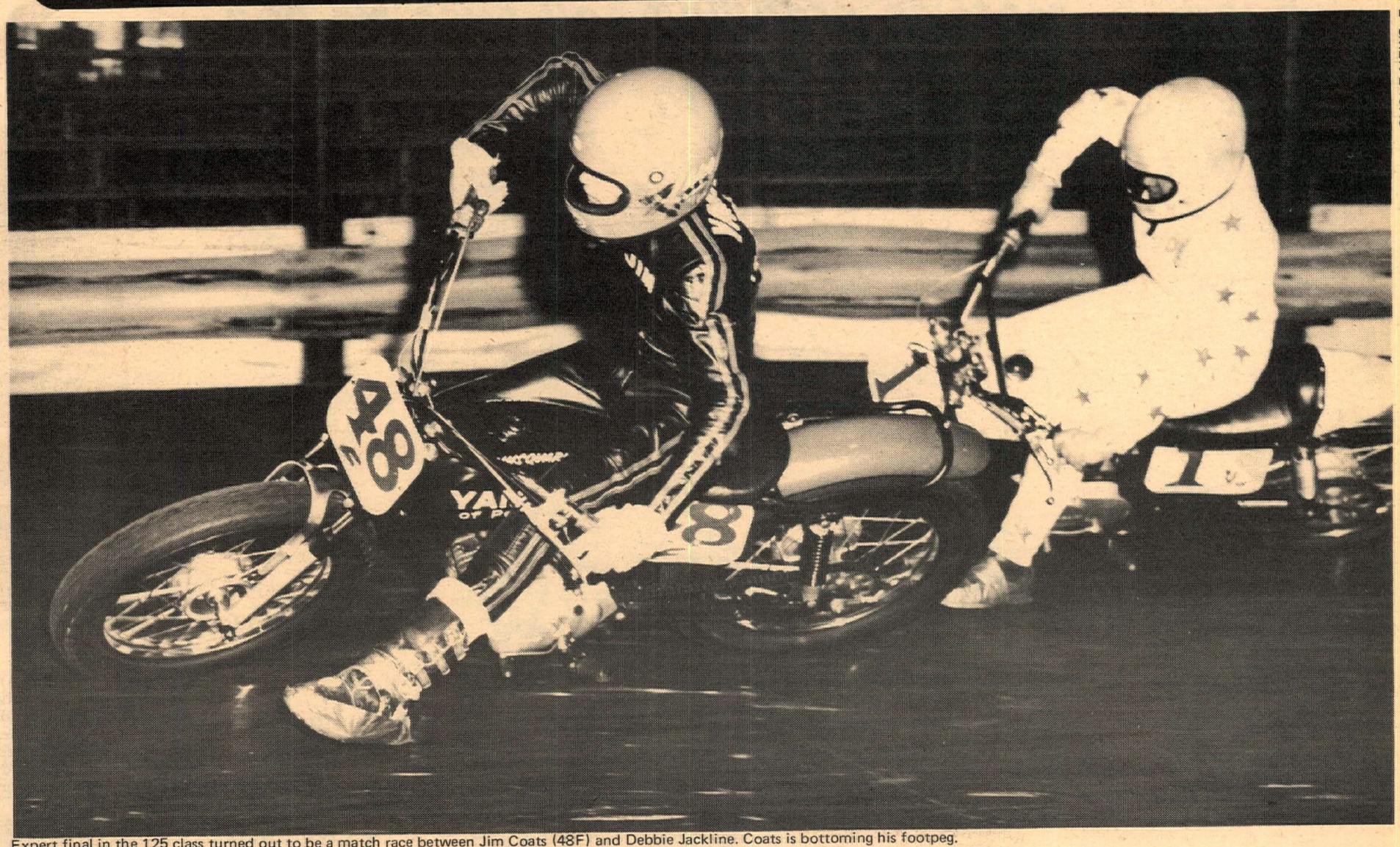
Jay Galloway got the best tabulation over Open Juniors, as he turned back Bill Inman and Gene Martin.

This Sunday's motocross at Indian Dunes Park will again feature the pros. First race will form behind the starting barrier at 9:30 a.m. If the Gods are smiling, broadly, we might again see one of those tremendous, wheel-to-wheel rippers between "Gentleman" Jim Wilson, John DeSoto, Jim Hoover, Tim Hart, et al...

Get set. . .

. . . go!

Cycle News North



Expert final in the 125 class turned out to be a match race between Jim Coats (48F) and Debbie Jackline. Coats is bottoming his footpeg.

MALYAN COPS SANTA ROSA INDOOR FINAL

By James Brammer

SANTA ROSA, CAL., Feb. 13, 1972 — Rocky Malyan of San Mateo led the Experts to the checkered flag in the final race of the 1972 indoor Amateur championship series in Santa Rosa. Four black-plate number riders were in that eight-lap final event. Moving up from the back role for second and third place finishers were Larry Drew and Randy Miller.

In the 125 Expert final, a local favorite, the agile Jim Coats from Petaluma, was matched against Debbie Jackline from Sacramento. Coats, who is hell-bent for first, had his way. Deb's Kawasaki was well tuned, singing beautifully, and she found an arc for traction around the 1/10-mile oval. Coats led from start to finish, but well aware she was there as he kept glancing back to check his lead throughout the race.

Top man of the Ossa epidemic in the Novice class, Doug Hurley from Salinas, led a group of South of Oakland riders to win the 250 final.

Also from the same region, the North Bay riders were shut out of the 250 Junior class by winner Manuel Datan followed by Eddie Nunes and Ron Kole.

High point trophies for five classes were awarded following the races with Don McIver from Santa Rosa being the highest scorer. McIver earned with his points in the 200 Novice class getting advanced to Junior for the final race.

Bill Bethell, the 100 class point winner was protested on suspicion of having an oversized engine. Found legal, he received his trophy and the $10 for protest.

FINAL STANDINGS

Class	Name	Brand	Pts.
100	Bill Bethell	—	975
125	Richard Alquist	Yam	1050
175	John Evans	Hon	800
200	Don McIver	Bul	1300
250	Manuel Datan	Yam	1000

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Santa Rosa indoor winner Rocky Malyan gets the trophy from Petaluma's pretty Kathy Brokloff.

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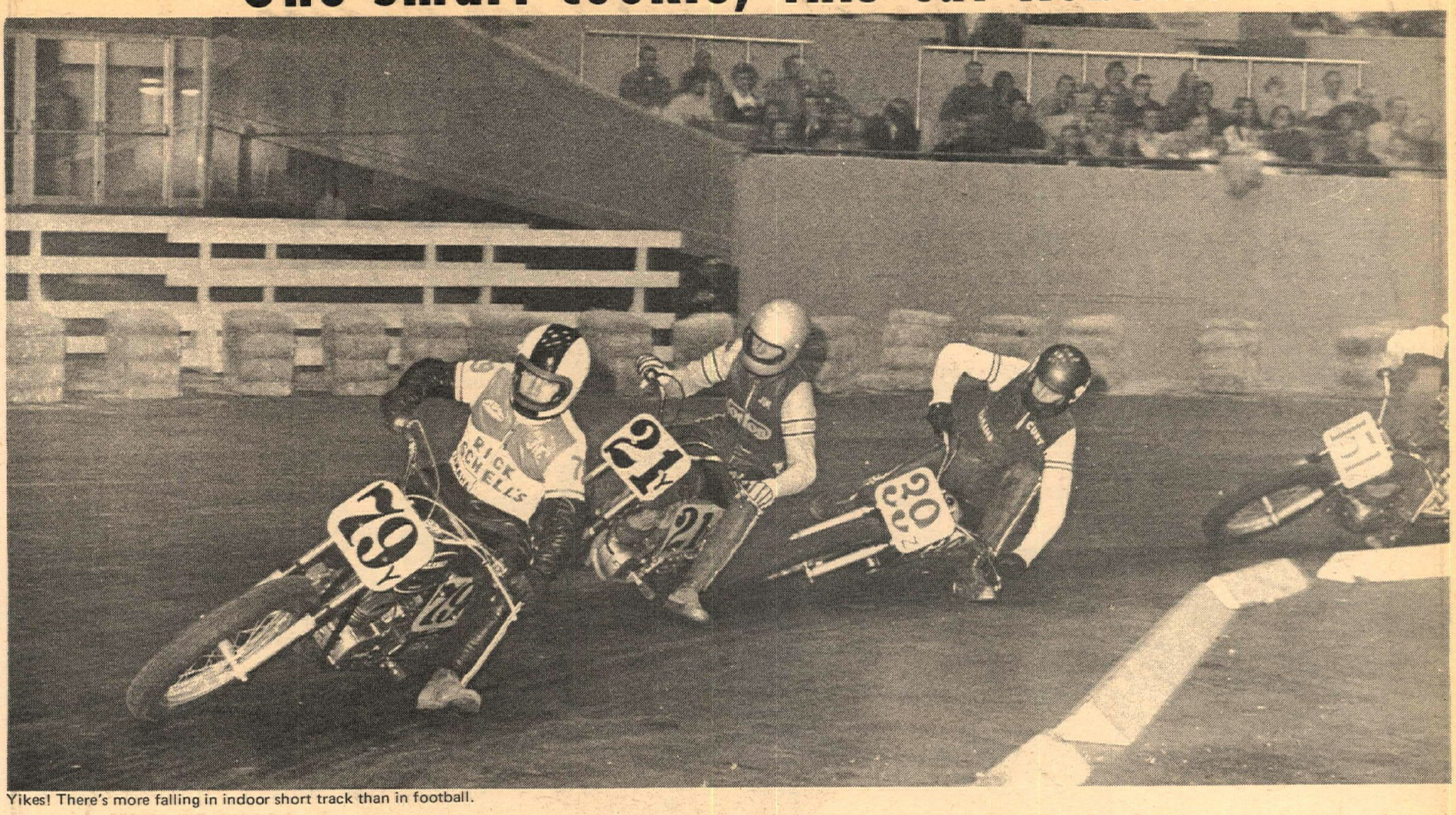
'One smart cookie, this cat Roberts'



Yikes! There's more falling in indoor short track than in football.

By Bill Spencer

SAN FRANCISCO, CAL., Feb. 18, 1972 — National point leader Ken Roberts rolled up another victory for Yamaha tonight with a wire-to-wire win in the 15-lap Main Event with only slight competition coming from another Yamaha rider, Jim Foley.

His first win since the Astrodome short track, Roberts nearly had a clean sweep for the night with the exception of the trophy dash. That he took the checkered flag in but the lap count got mixed up and four laps went by before the flag fell. While Roberts was pinning the young lady and receiving the plaudits, the actual three-lap winner, Gary Lozano, was having words with referee Masterson. By the time that was settled the essential people had disappeared and the flower was on the lady. The win technically goes to Lozano, with the money, while Roberts got the glory. Such are the inequities of racing.

Along the way, the young point leader set some new records. In the qualifying heat, the A & A Yamaha was to be the first bike ever to record a 13 second time for eight laps. While this was fairly spectacular, in the regulation heat, Roberts lowered that to a 1:13:047. That should stand for some time as the track changes from minute to minute and the fact that it was super dry and had little oil made for ideal circumstances. This and the fact that the Bud Aksland tuned machine were right up to snuff made for a highly unbeatable combination. Especially when one eliminates young Mr. Steve Hernandez.

Young Steve, the nation's high money winner, had succeeded in winning his qualifying heat and nearly set a 1:13 time along the way. He had troubles passing Al Ludwigsen at the end and was a half second off that time, but still second fastest time and a win. Came time for his heat and the thing finally gave out on him. The magneto gave out after having won three straight and a second. Lady luck didn't smile on Steve tonight, but it was bound to happen sooner or later.

For that heat, Joe Henry shone brightly for the win after getting by Jim Rodaer. Lozano succeeded in the third heat with Foley taking the fourth. The former National Scrambles Champion is giving the professional stuff a real tough go and succeeding quite well.

The Semi's were relatively calm with Roberts winning one and Foley the other, thus setting Yamaha up for the Main Event.

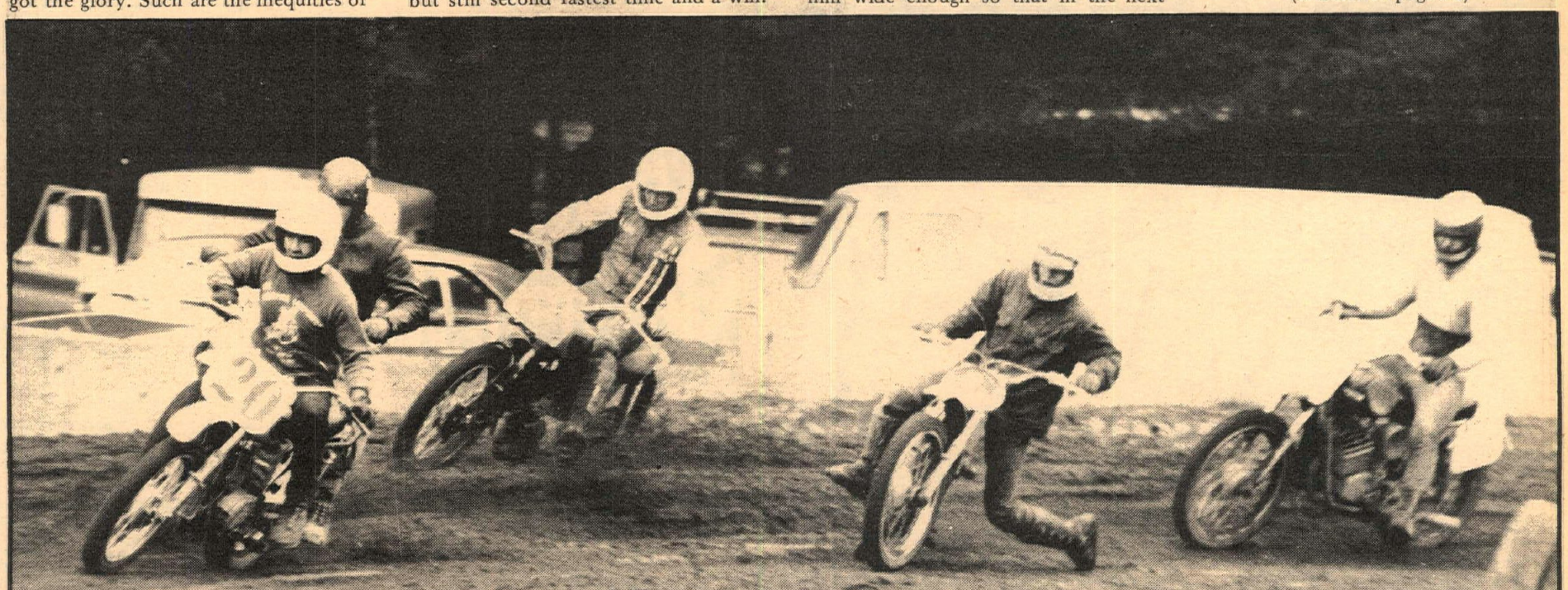
The 15-lap Main turned out just that way with Foley and Roberts fighting for the lead. This exact happening was recurred in the first race of the new year with the same results. Foley got a good drive off the line but was just a tad wide and Roberts drove underneat and kept him wide enough so that in the next corner, he had the edge and eventually the lead. One smart cookie this cat Roberts. Of course, he is the National point leader.

From that point, it was all his race with Dave Hansen doing the taking over of second. Hansen is still the professional while Henry still lives under the signma of the first Yamaha Silver cup in which he had the pole and led the Main until Jim Odom got him moved over. A tough battle.

Foley got wide but saved a fourth while Pat Hennen placed well on a new E.T. Cycle Ossa with a frame by some strange drag racing guy. This new set-up is very well done and might just be another new hot set-up.

One more indoor separates the series from the outdoors and while Roberts is still the man to beat, some new names are in the offing and may well shape up at the new Fremont short track starting in April.

(Results on page 32)



DODGE SMOKES IN SCRAMBLES

By N. A. Williams

WOODLAND, WASH., Feb. 13, 1972 — Don Dodge (Kaw) once again took top honors in the 100cc class, winning both the Trophy Dash and A Main Events, and placed third in the 200cc Dash, but came back strong in the A to take first.

The 250 and 360 A Mains looked like an instant replay, with the first three riders in each A Main finishing in the same positions. Bill Ehrens (Kaw) first, Gary Kapus (Yam) second, and Bob Wiggins (Kaw) third.

Kapus finished first in both the 250 and 360 Trophy Dahes.

The Open Class had a turnout of 15 riders and the wins were well spread with Kent Fackrell (CZ) taking first in the Dash and second in the A Main. Robert Davis (Mai) took the win in the A Main.

(Results on page 32)

Woodland Scramblers find many different lines and styles.

Bugs is Glad to Give Reason to Start a Party

By Bill Spencer

PT. RICHMOND, CAL., Feb. 12, 1972 — "I'm glad that I could give a reason for the Richmond Ramblers to have a party." That statement personifies the feeling that Dick Mann has for his friends in the Richmond area. The Grand National champion was thanking the Richmond Ramblers M.C. for the award that he was receiving for being a great guy and a great racer, as well as a great credit to the world of motorcycling.

For sure, the idea of having a party is enough reason to have one, but spice the party up with a few of the old world greats and a few of the new world stars and the outcome is a lot of fun. That is exactly what happened with the likes of Hap Jones showing Mert Lawwill olden time pictures and sharing a bit of the old world with the young. To capture all the stories that were under that roof could have filled volumes.

In keeping with tradition and style Mert Lawwill passed along the 20-pound number one plate that is supposed to slow the guy down. The plate had made the rounds from Bart Markel to Gary Nixon, to Mert and now to Bugs. All had autographed it and the next number one will most likely have it bestowed upon him. This and a plaque for the champ closed the official proceedings and clearing the floor left room to dance and visit. It appears that the year 1972 will be the year of the award for the 19-year veteran.

Dick Mann (R) is presented the 20-pound number plate by Mert Lawwill. It won't slow him down.

Bill Landsborough shows how well his broken leg healed.

Allan Yarrow (91G) had it easy in the 250 Expert heat, although you wouldn't guess it by this picture.

SPENCE BACK UP AND AT 'EM AT FREMONT

By Bill Spencer

FREMONT, CAL., Feb. 13, 1972 — Battling early in the year for a shot at the coveted number one plate puts Dennis Spence in the spotlight for the first scrambles of the year for Fremont Raceway. Spence had no difficulty leading the 250 Expert race for the entire distance and lead the 650 bash for the first few laps and then had the mechanical ills sideline him.

His style had developed well in the past few months but two weeks ago at the first Lodi meet, he fell over a falling Bill Budde and was carted off to the hospital with what was thought to be two broken legs. Luckily, nothing worse than a bad sprain came of it and he was back on the gas right away. His feet up slides off the last corner are quite reminiscent of John Gennai and the fans really are in favor of his actions and antics.

Allan Yarrow tripped down from Fairfield to completely dominate the 500 Expert run while Jim Foley and Jim Saitone diced for the second spot. Foley had to come from behind, one of his great chores, and just nipped Saitone at the checkered. Yarrow, while one of the better rough scramblers and motocrossers was surprised to find that the advertised rough scrambles was quite smooth due to very dry conditions over the past week.

While Yarrow had no trouble with the 500 class he had some problems in the 250 class. Spence had zipped off with the lead with himself in second. The other competition came in the form of Del Smith. The new Expert is really coming on strong and despite a faltering bike he managed a second spot finish with some fancy riding.

Another Yarrow came in the winner in the 125 Junior battle as Mark beat Kelvin Deemer to the checkered. Deemer was riding a 175 with a handicap but still couldn't catch the Yamaha of young Yarrow.

Gary Comphel had all sorts of difficulties in the heat of the 125 Expert race and finished dead last but made up for it in the Main with a wire to wire win. He has been improving his Penton as much as possible as he expects to run into the young Davidson boys soon and wants to be ready.

Thorton Smith and Carl Rodrick did battle in the 500 Junior class and while they finished one-two they also made Expert at the same time. It will be a welcome addition and the Experts will have to make room as these two are really on the gas in the racing department.

(Results on page 32)

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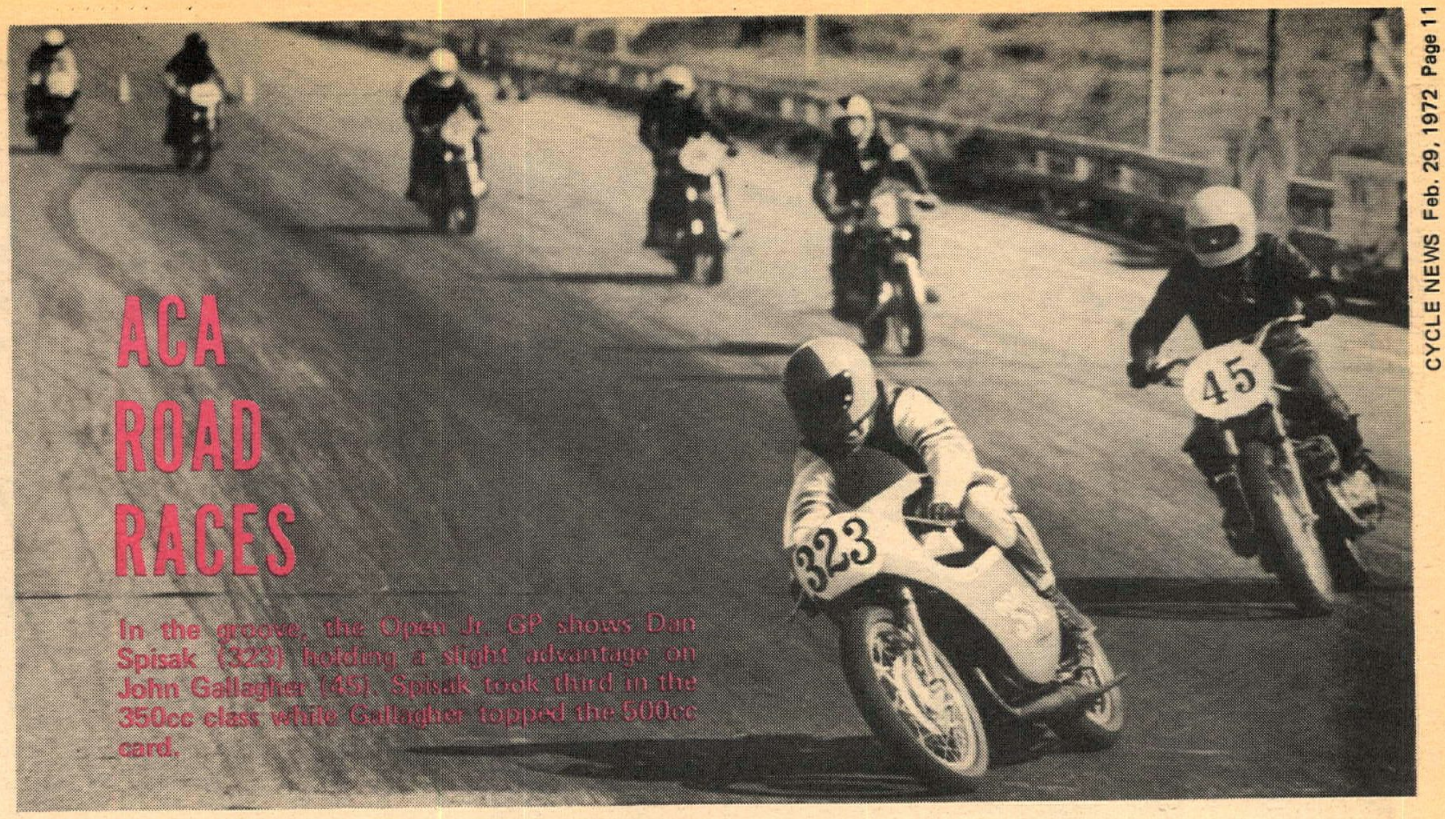
Bruce Hammer barely clears the ground while tucking in for the 350cc Jr. GP win.

Pat Evans made up for last week's disappointment with a win in the 250cc Sr. GP and a second in the 350cc Sr. GP. Evans now sports purple leathers while he awaits Molly to complete his fairings to match.



ACA ROAD RACES

In the groove, the Open Jr. GP shows Dan Spisak (323) holding a slight advantage on John Gallagher (45). Spisak took third in the 350cc class while Gallagher topped the 500cc card.

Dick Kilgroe could only manage a second in the Open Sr GP class Sunday while mounted on one of the new 750 Kawasakis.

ACA ROAD RACE
Carlsbad, Calif.
Feb. 20, 1972
By Dennis Greene

SR GP
50cc DIV 1
Paul Wilde — Yam
Paul Long — Ita

100cc
Frank Neimeyer — Kaw
Bruce Martin — Yam

125cc
Steve Froschauer — Yam
Richard Seifried — Mai
Colin Jones — Yam

175cc
Kansas Annis — Hon

200cc
James McWorthy — Bri

250cc
Pat Evans — Yam
Ralph Hudson — Suz
Jim Evans — Kaw

350cc
Mike Devlin — Yam
Pat Evans — Yam

500cc
Neal Coben — Suz

OPEN
Bob Endicott — Hon
Dick Kilgroe — Kaw

JR GP
50cc
Lonny Singer — Ita

100cc
Bob Young — Yam
Chuck Strohmenger — Kaw
David Hipp — Suz

125cc
John Chermak — Yam
Greg Park — Yam
Bruce Kochsmeier — Yam

175cc
Tom Ross — Kaw

200cc
John Hewitt — Yam
Joe Sharp — Yam
John Shakarian — Yam

250cc
Wes Cooley — Yam
Fred Walti — Yam
Don De Lathouwer — H-D

350cc
Bruce Hammer — Yam
Tom Franklin — Suz
Dan Spisak — Kaw

500cc
John Gallagher — Kaw
Greg Cavin — Kaw
John Crossman — Suz

OPEN
Dennis Pegelow — Kaw

PRODUCTION
50cc
Lonny Singer — Ita
Paul Long — Ita

100cc
Dennis Ruminer — Hon
Bruce Martin — Yam
David Hipp — Suz

125cc
Bob Young — Yam
John Chermak — Suz
Bruce Kochsmeier — Yam

175cc
Tom Ross — Kaw

200cc
John Hewitt — Yam
Joe Sharp — Yam

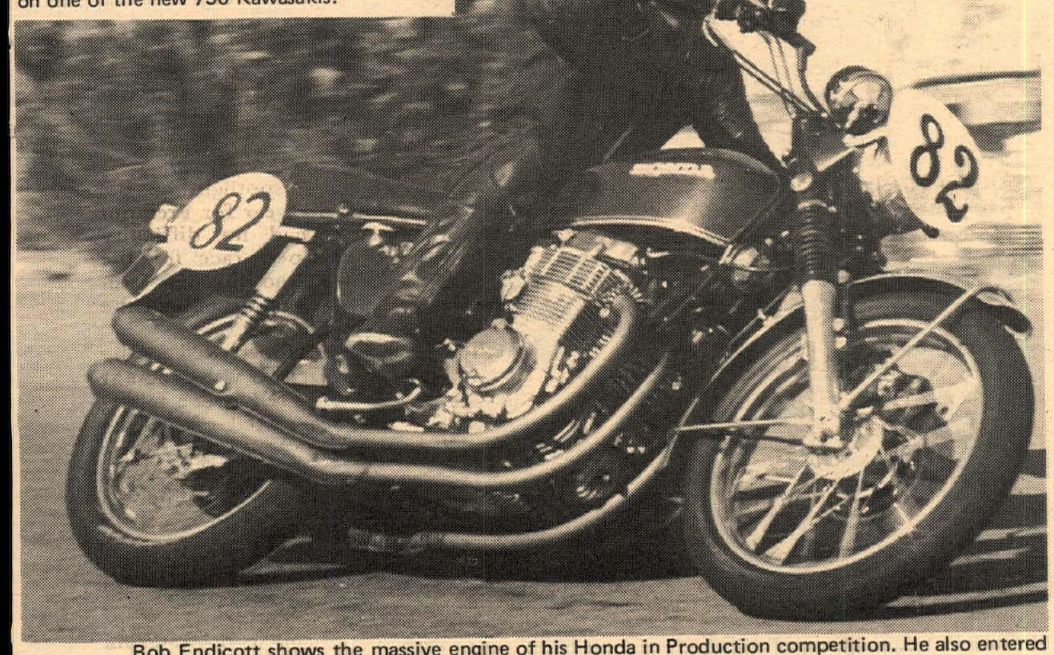
250cc
Al Abbott — Yam
Dennis Jones — Oss
Jim Haberlin — Kaw

350cc
Mike Devlin — Yam
Tom Franklin — Suz
R B Crossman — Yam

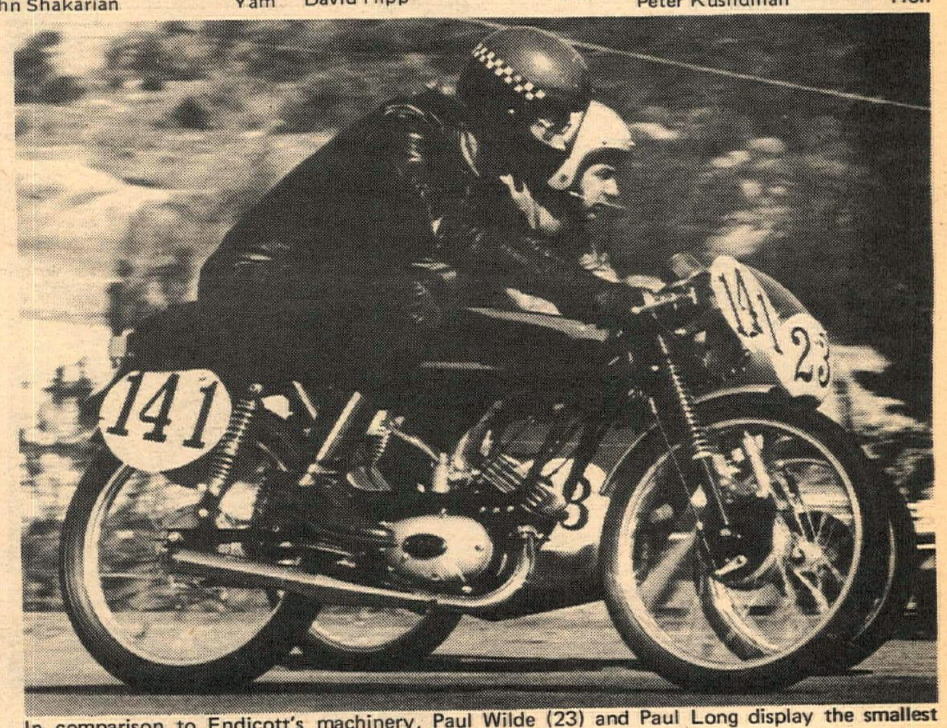
500cc
No Finishers

OPEN
Dick Kilgroe — Kaw
Dennis Pegelow — Kaw
Peter Kushdilian — Hon

Photos by Dennis Greene

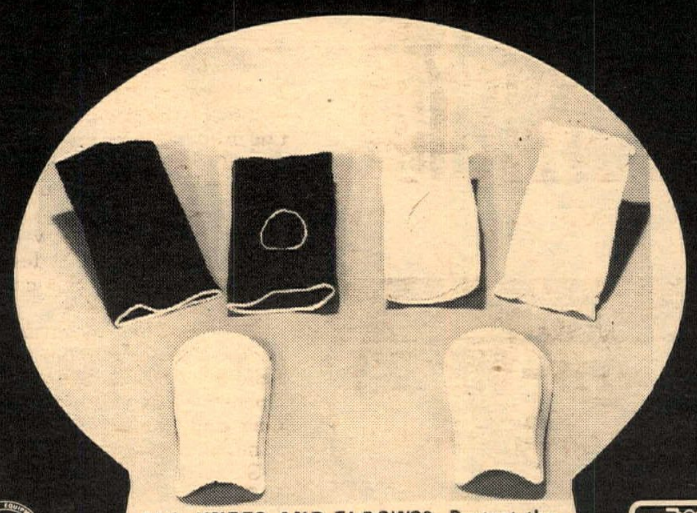


Bob Endicott shows the massive engine of his Honda in Production competition. He also entered the Open Sr. GP class and stomped everybody who did show up.



In comparison to Endicott's machinery, Paul Wilde (23) and Paul Long display the smallest engines on the track. The pair took one-two in the 50cc Sr. Div. I.

PRODUCT PEEK!



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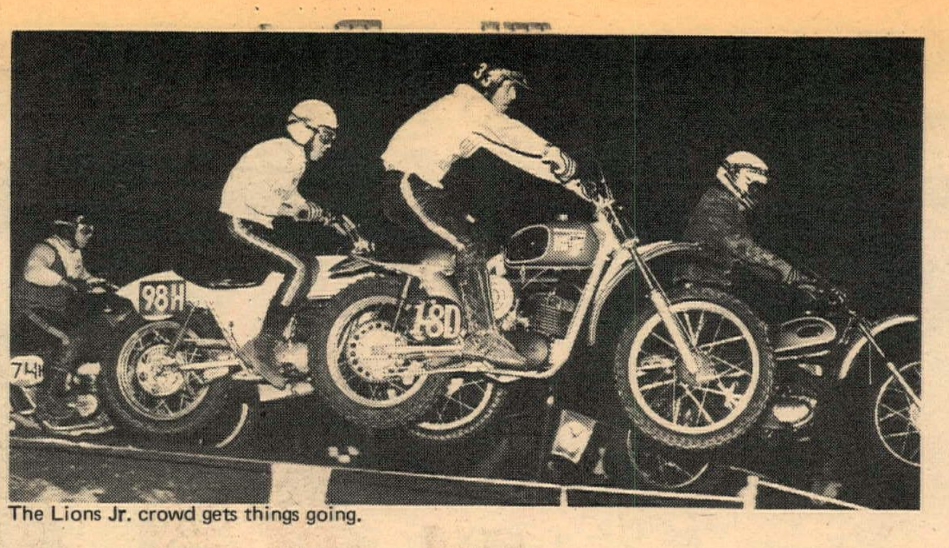

The Lions Jr. crowd gets things going.

What did Tom Rapp mean when he said, 'You mutha'?

By Buzz Baty

WILMINGTON, CAL., Feb. 18, 1972 – "Look Ma, no wings but I'm flyin," or something to that effect is what Ken Zahrt must have been thinking as he 'flew' past Tom Rapp in tonight's last 125 Expert moto.

I am sure that Tom was thinking something like, "That WFO cat is going to need ground control radar to get back to Lions' turf".

Now, I am not kidding, honest injun, cross my heart, Boy Scout's honor, and all that good stuff, from the top of the jump to where Zahrt landed is between 65 and 75 feet, and he was in good shape every time he landed. But, alas and alack, Ken and his Bultaco had to settle for second place in a Bultaco sweep as Dave Rodgers rode home in first and Ray Lopez locking the door on the money spots.

Tom Rapp had to be thinking 'ground control', or something with ground in it, as he got on a first name basis with mother earth tonight. Tom got off once in practice, twice in the 125 motos, and once in the 250.

Tom was out front with the wick way up, when he got into a real tank slapper in turn one, down he went for the final time and I clearly heard him say, "you muther", now isn't that a first name thing with Ma Earth.

Tim Hart got the checker in the first two 250 Expert motos, and a third in the last go to notch first overall. David Pessy pushed his Ossa under the flag in the third moto after a race long fight with Rapp's Bultaco and Hart's Maico. Rapp did stay upright long enough to finish third overall and win enough money to get his leathers cleaned.

The rest of the evening was just the 'usual Friday night shoot-out' that the CMC stages at the 'beach corral'.

John DeSoto, three for three in the 500's, lookin' so good you wonder he he ever loses. Rich Thorwaldson getting faster every time out, fighting handlebar, peg, and elbow with hard riding and classy Tim Hart, with Rich in second and Tim for third overall.

Steve Brown has been stockpiling so many trophies of late in the 500 Intermediate class, that the next thing you know, he and his Maico are going to be wearing an Expert classification. The way Jeff Wecker has been doing his number to the 250 Intermediate troops, we may find him in with those 250 Experts before to long, too.

(Results on page 32)

Peter Lamppu..."I don't wait more than one lap to foul plug."

Talk about a tight bunch: Dave Pessy holds lead on Tom Rapp and Tim Hart.

The Baja experience:

50 wins in 54 races

The record of outperformance

Date	Location	Places	Machine
1/10/71	Four Corners, Mojave Desert	1,2,4,6,9	Baja
1/18/71	Red Mountain — Ridgecrest area	1 & 4	Baja
1/25/71	Red Rock Canyon, Mojave Desert	1 & 4	Baja
1/31/71	California City, Mojave Desert	1 & 3	Baja
2/14/71	Sogge Dry Lake, Mojave Desert	1 & 2	Baja
2/15/71	Lucerne — Barstow	1, 2 & 4	Baja
2/22/71	Lucerne Valley	1 & 2	Baja
2/28/71	Lucerne Valley	1 & 4	Baja
3/8/71	North Mojave Desert	1, 2 & 3	Baja
3/14/71	Adelanto, Mojave Desert	1,2,3 & 5	Baja
3/22/71	Sogge Dry Lake, Lucerne	1 & 2	Baja
3/29/71	Sogge Dry Lake, Lucerne	None	Baja
4/5/71	Four Corners, Mojave Desert	1	Baja
4/17/71	Indian Dunes (Ventura County)	3 & 4	Baja
4/26/71	Four Corners, Mojave Desert	2,3,4 & 5	Baja
5/2/71	Four Corners, near Red Mountain	1,2,3,4 & 5	Baja
5/9/71	Randsburg	1 & 2	Baja
5/21/71	Four Corners, Mojave Desert	1 & 2	Baja
5/24/71	Red Rock Canyon	1,2,3,4 & 5	Baja
6/6/71	Trona Road near Red Mountain, Calif.	1,2,3,4 & 5	Baja
6/13/71	Hi Vista	1, 2 & 3	Baja
6/13/71	Hi Vista	1,2,4 & 5	Baja
6/20/71	Lucerne Valley — Sogge Dry Lake	1 & 2	Baja
6/27/71	Red Rock Canyon	1, 2 & 3	Baja
7/4/71	California City	1 & 2	Baja
7/4/71	California City	1 & 2	Baja
7/11/71	Lucerne Valley	1 & 2	Baja
7/18/71	Hi Vista	1 & 2	Baja
7/18/71	Hi Vista	1,2,4 & 5	Baja
7/25/71	Barstow, California	1,2,4 & 5	Baja
8/1/71	Barstow, California	1 & 2	Baja
8/8/71	Adelanto, California	1 & 2	Baja
8/15/71	El Mirage	1 & 2	Baja
8/22/71	Red Mountain, California	1,2,4 & 5	Baja
8/29/71	Four Corners, California	1	Baja
9/5/71	California City	1 & 3	Baja
9/5/71	California City	1 & 2	Baja
9/12/71	Red Mountain, California	1, 2 & 3	Baja
9/19/71	Adelanto, California	1 & 2	Baja
9/26/71	Red Rock Canyon, Mojave Desert	1	Baja
10/2/71	Willow Springs, California	1, 2 & 3	Baja
10/10/71	Bell Mountain, California	1	Baja
10/17/71	Lucerne, California	1,2,3,4 & 5	Baja
10/23/71	Indio, California	1,3,4 & 5	Baja
10/30/71	Mojave	1,2,3 & 4	Baja
11/14/71	Hopetown, Simi	None	Baja
11/21/71	Red Rock Canyon	1 & 3	Baja
11/27/71	Barstow-to-Vegas	1, 3 & 4	Baja
12/12/71	Red Rock Canyon	1, 2 & 3	Baja
1/9/72	Lucerne, California	None	Baja
1/16/72	Red Mountain, California	1, 2 & 3	Baja
1/23/72	Lucerne, California	None	Baja
1/30/72	Red Mountain, California	1	Baja

Latest win:

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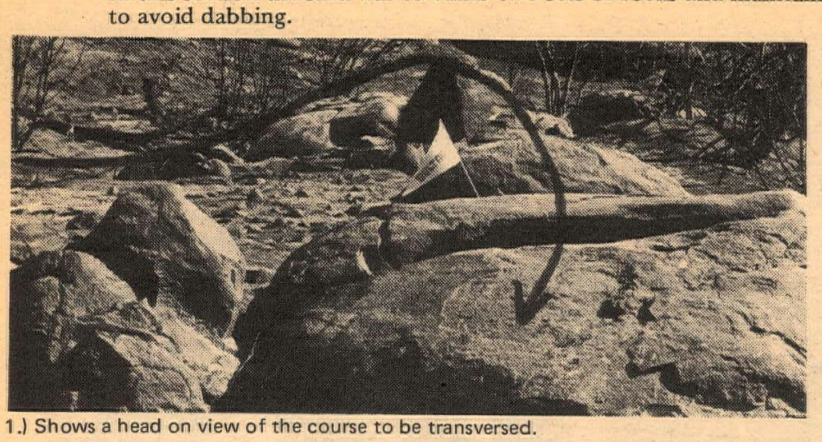
TRIALS

Part II

Photo Series
By Ron Schneiders

Rocks

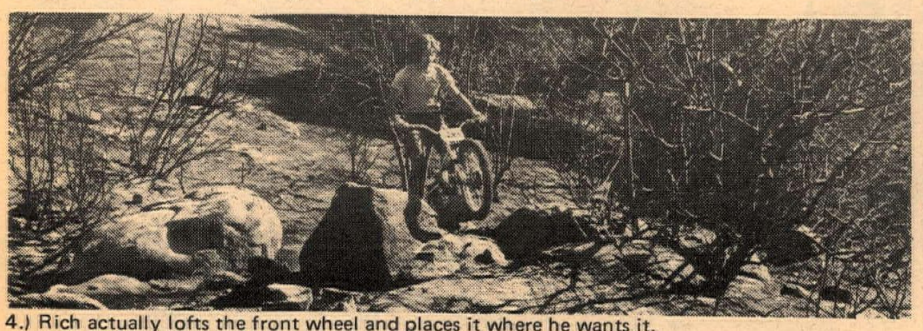
In this section the idea was to climb two sets of rocks and maintain sufficient balance to avoid dabbing.



1.) Shows a head on view of the course to be transversed.

2.) This section has an easy entrance.

3.) The first problem is to avoid having either wheel slide into the crevice between the rocks which can be seen clearly in photo 4. Rich must stay very well balanced over the small rock to have the control necessary to get over the bigger one in good shape.



4.) Rich actually lofts the front wheel and places it where he wants it.

5.) This photo shows just how tight the line he must follow is. A fraction of an inch to the right and his rear wheel is jammed in the crevice.

6.) Now attacking the larger series of rocks, Rich must hit it with enough speed to carry over but not so much that he'll fly completely over and crash on the other side.

7.) Note that the front wheel must stay up in the air to clear the crack between the rocks on top. But now Rich must think about slowing down because in...

8.) ...We see there is a big drop into a pile of jumbled rocks waiting.

Water Section

Rich says there's a lot of luck involved in water sections because, since you can't see the bottom, you can't really pick a line.

1.) Here Rich plunges off a bank into hub deep water.

2.) He's riding fairly fast now, relying on speed to carry him over hidden obstacles on the bottom, and heading toward the rocks in the foreground.

3.) Now Rich begins a right hand turn to set up for a difficult exit over a rock pile.

4.) He has cleared a pile of rocks on the right and now has an almost clear shot at the exit.

5.) This is kind of like a bank shot into the corner. The turn is really sharper than can be made but Rich bounces the front wheel off the slanted surface of the rock.

6.) It worked. He's now up on the rock pile and... ...we see he has an easy exit line.

Double -Hop

This short section is one of the toughest and one that required a great deal of muscle. The log shown here is about 18" in diameter. The idea is to jump it and turn at the same time so as to be able to jump it again in the other direction.

1.) Here Rich has already half completed his turn before even clearing the log.

2.) Not even a bike's length from the log, Rich almost literally has to yank the bike up by its handlebars to get the front wheel over the second time. He has no momentum to help.

3.) Notethe look of grim determination as the bike gets high and clears. Even now he's not out of the woods though because there's a bit of a mound in the exit and he must get straightened out for that. He did.

922 MINUS 418

JEFF WRIGHT: FASTEST

Jeff Wright, first overall out of 922, on a 175 Puch.

Bruce Dunford shows what a hot day in the desert feels like.

By Alice Rhea

FREMONT, CAL., Feb. 20, 1972 – Four Aces really stuck their collective tongue in their collective cheek when they planned this year's Moose Run. Four Aces is a well-organized club and their runs are usually fun to ride and easy to write.

Today's 922 riders rode across some of the roughest country around and only 504 finished, all with their tongues hanging out. They were cheered on their way by such enlightening sings as these: "Moose Crossing", "Cat House – ½ mile", and the next sign, naturally, "free kittens". Next came "end divided highway" then a steep downhill marked, "trucks and Triumphs use low gears". Then through a rocky canyon marked "watch for falling Checkers".

Jeff Wright (Puc) had his throttle wired open. He was first to the bomb, riding like the devil was after him, touching the ground for a little traction about every 20 feet, but mostly just flat-out flying. Young Jeff really put on an impressive ride, leading it all the way and wowing everybody. At the bomb Jeff charged up the hill a good 100 yards ahead of Jack Kneble (Suz) and Bill Friant (Puc). Coming through the pits, Jeff had not only maintained his lead, but actually increased it. By the time Friant, second 175 and second overall, pulled into the finish line, Jeff had washed his face and was sitting in a chair drinking Gatorade and talking to his fans.

Howard Utsey (Hus) held down the first Heavyweight position, finishing third overall, followed by Big Bill Bogner (CZ) and Bruce Dunford (Hus). First 125 and sixth overall was Mitch Mayes on a Baja. Mitch was first 125, third in his class which includes 101cc to 175cc. It really is all very confusing, but I'm sure we'll have it figured out by the time the season is over and we switch to a new system. Anyway, Mitch was going awfully fast on that little-bitty motorcycle.

Steve Kirk (Mon) rode in seventh overall to capture first 250 positions, followed by George Walker (Kaw), Morris Norman (Hus) and Art Knapp (Hus).

First Trailbike was Larry Roseler (Baja).

First Girl: Desert Daisy Sharon Rosenauer (Ric).

First Amateur was E.G. Segler, who dashed off before I saw what he was riding.

First Girl Novice: Cathy Anglin (Sac). A special word of praise is due her. It is great that she was able to finish this race when so many of the men were really worn out when they finished. Good for you, Cathy.

First Sidehack was Palfreyman...he had a partner, but nobody seems to know his name or what they were riding. Seventeen of these wild machines started the race, but only four crossed the finish line. 'Course, if you are riding a hack you get scored from where you broke down, even if you don't cross the finish line, so all 17 get a finisher's pin, right, Four Aces?

Also noted that Kookie (Hus) managed to finish first dog as usual with John McCowan hanging on behind him.

Bet there will be several disqualifications. The Four Aces, foxy devils that they are, had five checks in the first loop and seven in the second loop. What a perfectly mean, nasty, rotten and evil thing for you guys to do to those poor course-cutters.

According to everybody who finished it was really a fun ride. Even Sharon Rosenauer (use to be Wilson for you

Sidehackers were out in force, with 17 starting and four finishing.

Steve Kirk (169) and Howard Utsey smoke into the pits

MOOSE — ON A 175 PUCH

DESERT

Hate to shoot and run but. . . .

OVERALL POSITION	
Jeff Wright	175 Puch
Bill Friant	175 Puch
Howard Utsey	400 Suz
Bill Bogner	CZ 400
Bruce Dunford	400 Husky
Mitch Mayes	125 H-D Baja
Steve Kirk	250 Mon
George Walker	350 Kaw
Morris Norman	400 Hus
Art Kanpp	400 Hus
2nd 250: Wes Anderson, Jr.	250 Hus
1st Trail Ex: Larry Roseler	H-D
1st Am: E.G. Segler	
2nd Am: Bob Johnson	Hus
1st 175 Am: Mark Adent	DKW
1st Girl: Sharon Rosenauer	Ric
1st Nov: Steve Subith	Yam
2nd 250 Nov: Ramon Lowe	Yam
3rd 250 Nov: Dave Fiala	Bul
1st Op Nov: U.C. Rudder	Yam
2nd: David Williams	Hus
3rd: Bill Eiele	Suz
1st 175 Nov: Paul Nyland	
2nd: Pat Clancy	Yam
3rd: 202c Bill Larson	Bul
1st Trail Nov: J.R. Ray	Yam
2nd: Darrell Quick	Hod
1st Girl Nov: Cathy Anglin	DKW
1st Sidehack: Palfreyman	

who haven't read the paper in the last month or so) who was covered with grime and really tired said it was great fun and actually managed a smile.

The only complaint is about the blasted idiots who insist on riding on the pit road at 40 miles an hour and faster. I would really like to see a campaign against them...like maybe the pit patrol could impound their bikes for the weekend. Or follow them home and disqualify the whole club. I realize that the last is a pretty drastic measure, but I bet it would just aboue end pit-racing. Why don't you guys who like to go fast on the road get up enough guts to race on a track? Think next week I will load my camera and publish your pictures and advise your respective clubs to boot you out as a blot on their reputation.

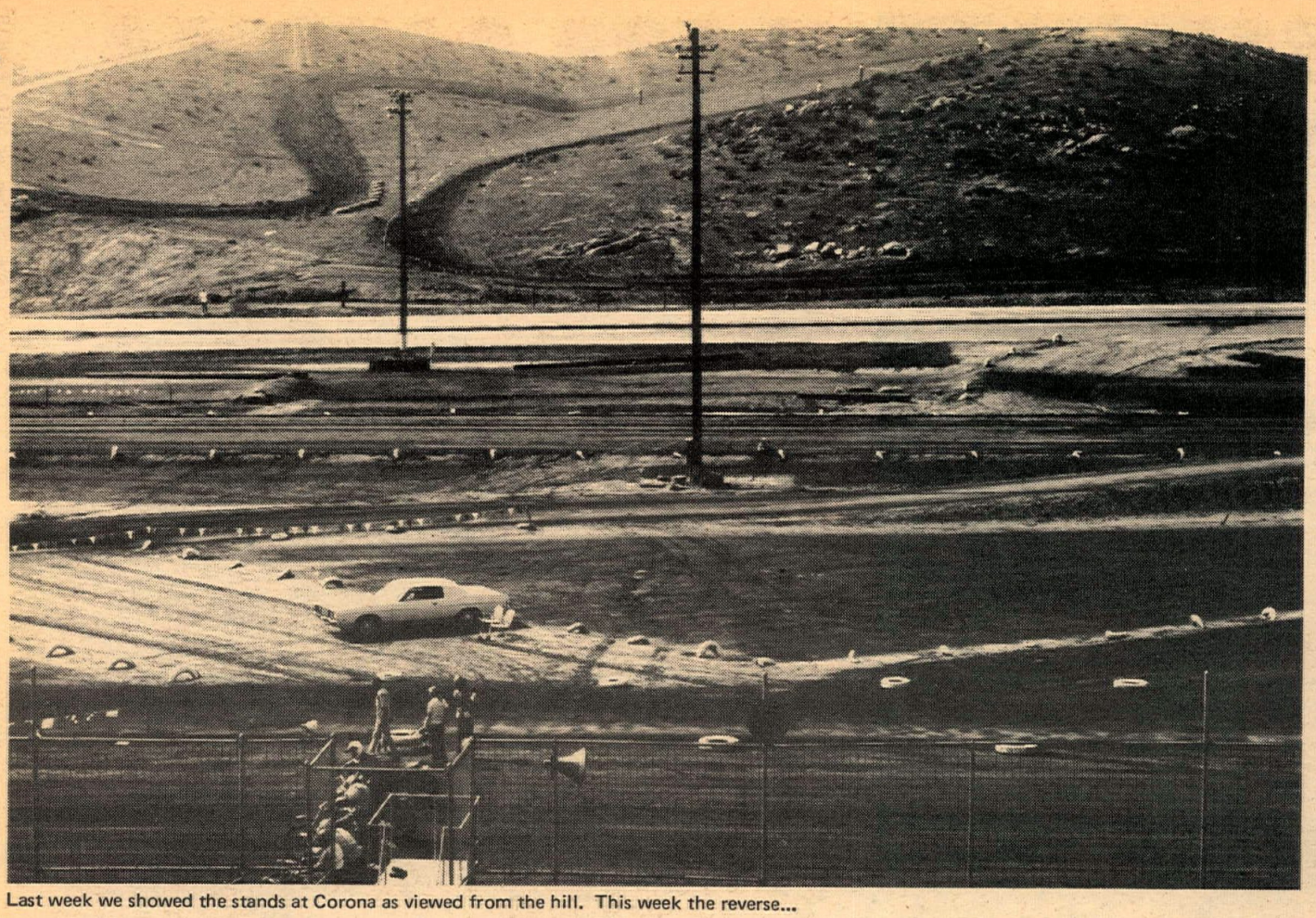
Back to the fun. Thanks a bunch to Gary Pesselt of the Four Aces. Everybody remembers Gary. He is the guy with the beard who walked around wearing the red crash helmet all weekend. Also thanks to Bill Shiro. These two went to a lot of trouble to ferret out a couple of names for me.

Also want to thank the Sled Riders' pit crew for giving me shelter while I took pictures. And thanks for the Coke.

Summer is here. Next week, it's hotpants and bikinis.

A face that reflects personal victory.

Dennis Popp (516) displays some courtesy by not creaming a downed rider.



Last week we showed the stands at Corona as viewed from the hill. This week the reverse...

and another view from the stands.

Corona Motocrossers Continue Show

By Buzz Baty

CORONA, CAL., Feb. 19, 1972 – With the benefit of last week's inaugural motocross event under their belt, today's event was run with a great deal more alacrity and precision. Dale Teubner, with a healthy assist from his beautiful wife, got the kinks ironed out of the scoring problems and results were completed 30 minutes after the last event.

Ride turnout this week was about the same as last week, but with some new faces being seen. Most familiar to this writer was David Boydstun who had to settle for a third place overall. His AJS has the gollywobbles and David had to compete on a borrowed Husky.

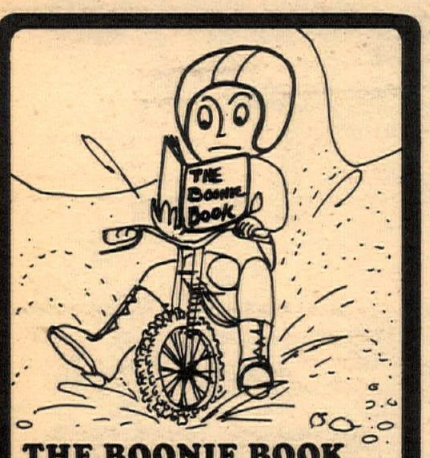
A pair of Brians, Beeker (Hus) and Harber (Hus), finished first and second overall in the 500 Expert Division.

Ron Russell is working hard to get some of those flat spots rounded into shape and I am sure that a lot of the names familiar to Southern California motocross will be making Corona Raceway a regular stop.

Ron informed me that next week they will begin paying cash to the Experts. How much and in what percentages had not yet been determined, but expect it to be an attractive figure.

With a lot of the problems of last week's inaugural show ironed out, the motos were run in apple pie order. The checkered flag falling on the last moto at 4:30, letting everybody get home for an early Saturday night dinner or whatever.

(Results on page 32)



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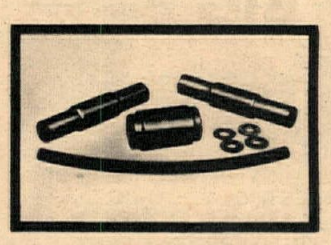

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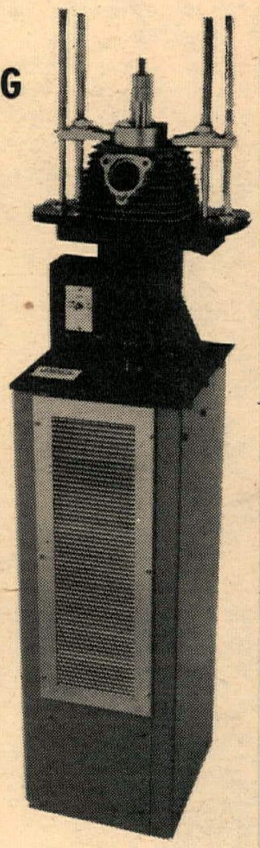

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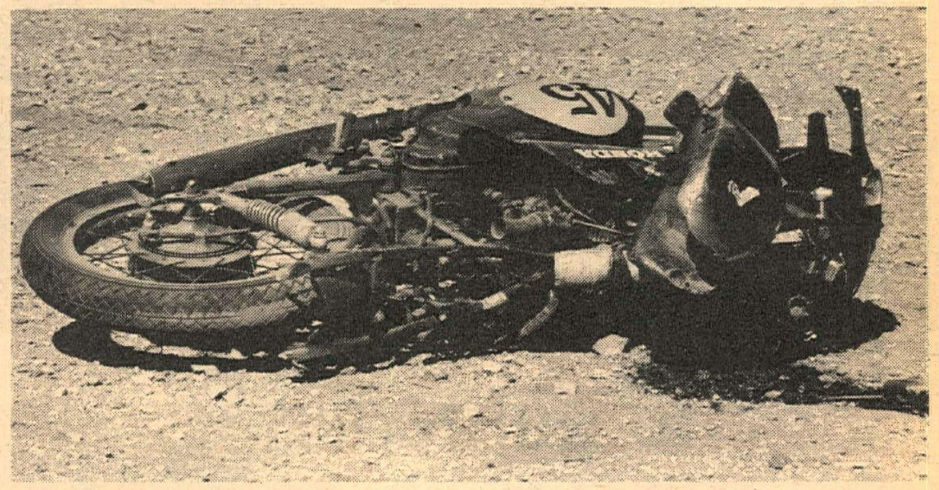
EMDE, BAILEY TUNE FOR DAYTONA

Bob Bailey brought out his $2500 bargain and won the Open GP and second overall, behind Don Emde's smaller Yamaha.

Honda get off: during...

...and after



By Jon Stevens

WILLOW SPRINGS, CAL., Feb. 13, 1972 – Don Emde and Mel Dinesen are back together again, and are back to their winning ways. Don swept the field in the 350 to Open G.P. race, on a gorgeous day at Willow Springs

After an early challenge by Steve McLaughlin's monster Honda, which just got to missing worse and worse and finally got rested in the pits, and another by George Kerker's Honda, which managed to end up out of gear in Turn One while in second place, Emde had it easy from there. Kerker did manage to motocross to Turn Two but lost nine places, and a chance at the leaders, although he finished fourth overall. Emde's victory was by more than a half a lap over Bob Bailey (Tri) and Ron Pierce. Pierce was able to hold off the last-off-the-line Triumph for nearly all of the race, but was just out horsepowered.

Pierce was not to be denied in the 250 GP as he led it from wire to wire over Emde. Don made up a lot of time in the last three laps but it wasn't enough to catch the fast Pierce. Third went to Dinesens' new rider, Jim Evans, also on a Yamaha.

In the other big bike race of the day, George Kerker cruised his Honda Four to an easy win over Bob Endicott's Honda and the Kawasakis of Dick Kilgroe and Dennis Pegelow, in the Heavyweight Production race.

A protest in the 350 Production class, won by Mike Wozniak, leaves the results reading this way: First Dick Fuller, second Barry Roberts and third Mike Devlin, all on Yamahas.

The first race of the day saw Rich Seifried ride his Maico to an easy win in the 100 to 200 Sr. GP. He was followed by Greg Comstock, Chief Galbraith and Colin Jones. Steve Froschauer, a usual contender, broke in practice, and wasn't able to race.

The winner of the 350 to Open Jr. GP was David Racine on a 350 Honda, followed by Dennis Pegelow (Kaw) and Gerhard Klemm (Nor).

(Results on page 32)

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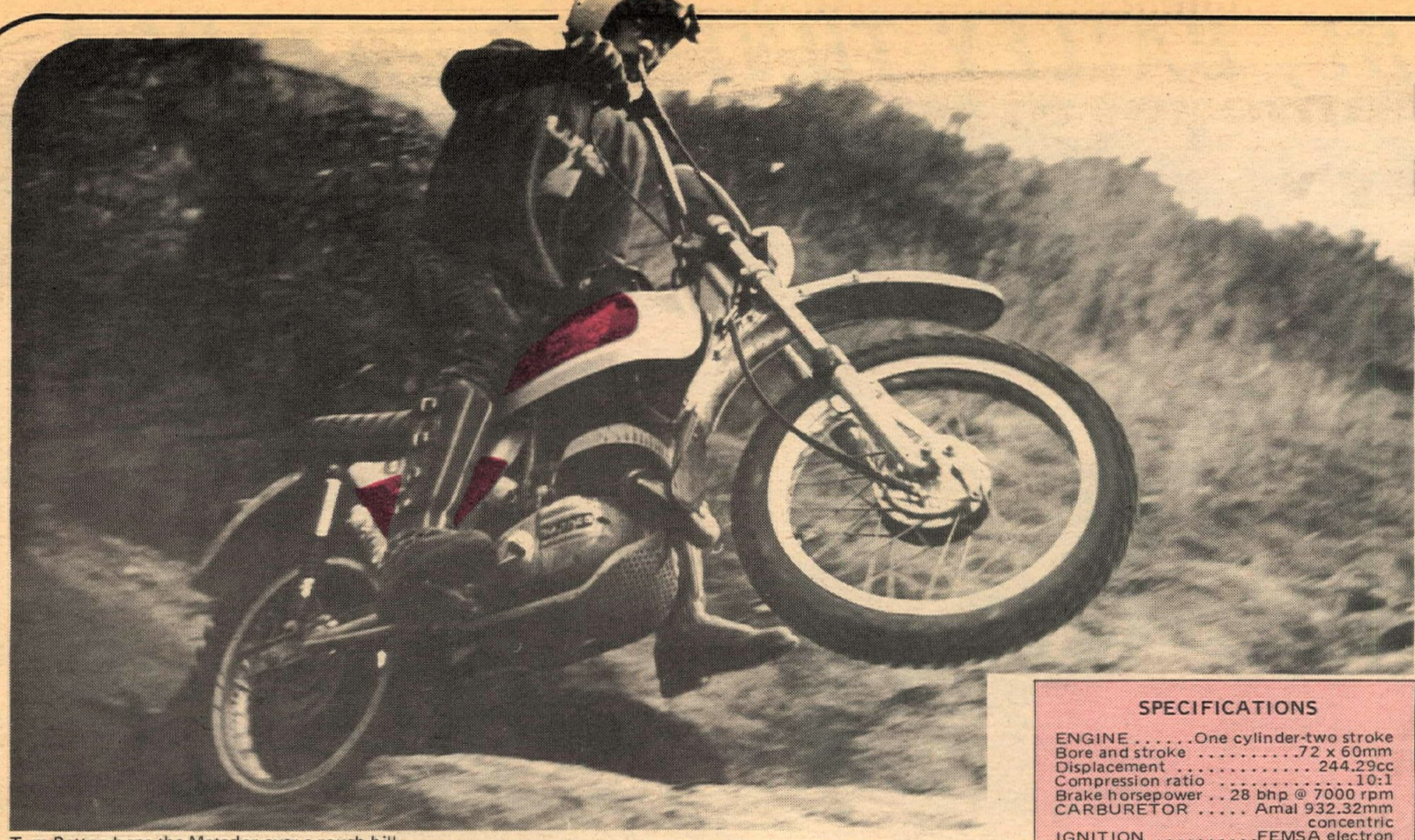
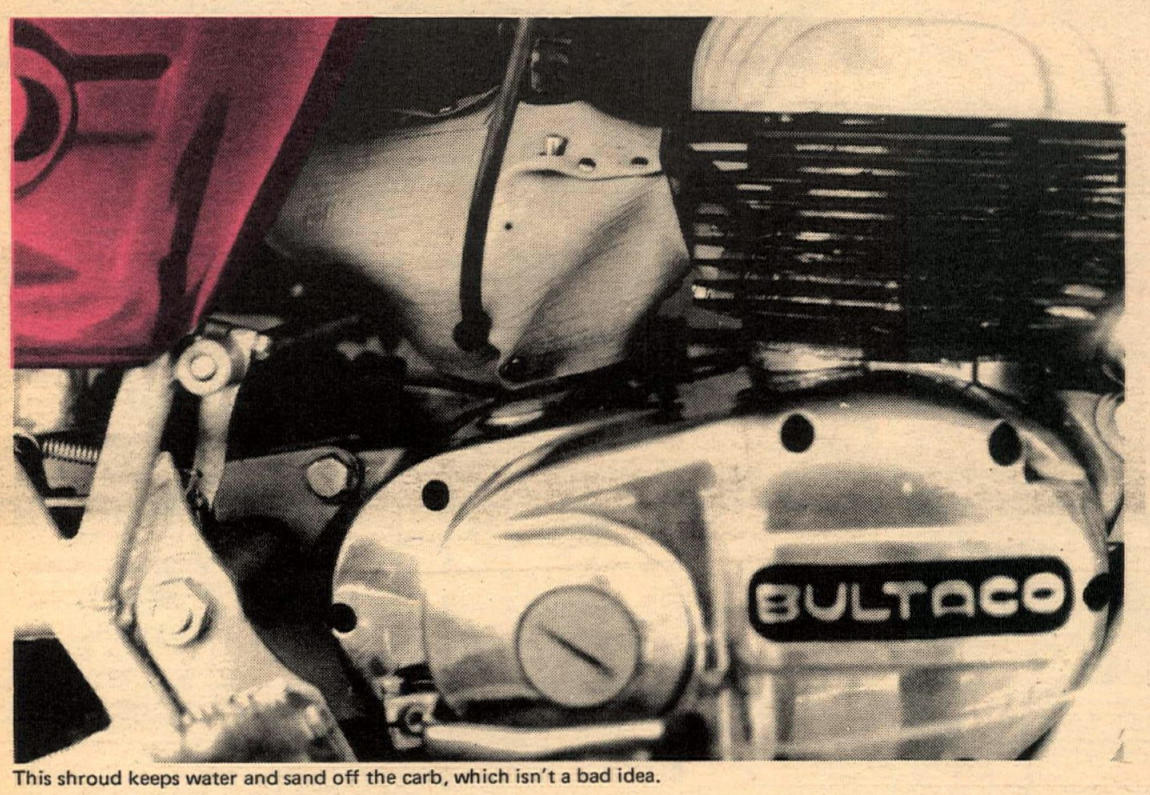
It's incre improve on the three yea



Tom Patton bops the Matador over a rough hill.



This shroud keeps water and sand off the carb, which isn't a bad idea.

SPECIFICATIONS

ENGINE .....One cylinder-two stroke
Bore and stroke .....72 x 60mm
Displacement 244.29cc
Compression ratio 10:1
Brake horsepower .. 28 bhp @ 7000 rpm
CARBURETOR ..... Amal 932.32mm concentric
IGNITION .....FEMSA electron cap. discharge
GEAR Ratios .. 1st: 0.287, 2nd: 0.442, 3rd: 0.625, 4th: 0.821, 5th: 1.0 to 1
CLUTCH ..... Multiple steel plates in oil bath
FRONT SUSPENSION . Telescopic with hudraulic damping (7" travel)
Rear shock absorbers ..5-way adjustable hydraulic damping
TIRES
Front ..... 3.00 x 21" Knobby
Rear ..... 4.00 x 18" Knobby
BRAKES ....Internal expanding, single leading shoe front and rear
GENERAL
Gas tank capacity ..... 2¾ U.S. gal.
Wheelbase .....54"
Overall length .....79.3"
Saddle height .....31"
Ground clearance ..... 9¼"
Footrest height ..... 12½"
Weight .....270 lbs. ½ tank of gas
Standard equipment:
Front wheel speedometer drive
1/10 resettable, forward or backward, speedometer
Magnifying clock holder
Brush guards on foot controls
Dust covers on levers
Compressed air bottle
NYlon lined cables
Totally enclosed rear chain
Enduro lighting kit
Unbreakable number plate

Here's the Six D spares and tools.

The Bultaco Matador, like all fine enduro machines, is a conglomerate of compromises and street-legal junk. But the unmistakable fact is that the Matador is a dirt bike prepared for occasional street use, and not vice-versa. By Ron Schneiders.

Suppose you consider yourself to be a serious enduro rider and that you like the 250 class. What bikes are available to you that are close to ready to race as they come? If you think about it, you'll realize that there aren't many. There are a lot of Japanese bikes that can be turned into pretty good enduro bikes, with some fairly extensive handling changes, and there are some Swedish and German race bikes that can be turned into enduro bikes with so-so results. But in the ready-to-go category, there are the Ossa Pioneer, the Bultaco Matador, the Penton 175 and the Greeves. There are a couple more but they aren't readily available. For all practical purposes this is your selection. While this isn't a comparison test, since the field is so small, some implicit comparisons are unavoidable. Here's the Matador:

An enduro bike is asked to do plenty. It is asked to be a race bike and be dead-dependable. It is asked to handle well over whoop-de-doos, muddy trails, rocky trials going, fireroads and asphalt highways. It must carry all the junk like lights and speedoes and such that a serious racer immediately strips off his bike. It must do all things and do it well. Of course, no bike does. In picking your perfect enduro bike, you select the bundle of compromises that most appeals to you and you live with the bad as well as the good.

I lived with the Matador for quite a while. Long enough to put some 400 miles on it, including the fairly rugged 105-mile Prospector's Enduro. My first riding, though, was with Tom Patton, the Bultaco's master, down in the Cleveland National Forest. Fireroads. Some of the slickest fireroads to be found anywhere. Most bikes you either ride sitting down or standing up: sitting down if it's a slider or standing if it's a tracker. I couldn't quite decide what the Matador wanted to be. With a harder tire and a bit smoother tread it would definitely be the slider but as it was, the Matador was a bit skitterish in the turns. The geometry is right and there wasn't any tendency for the front end to wash out, but the fairly short wheelbase (54") made things happen somewhat quickly. At the end of the fireroading session, I felt kind of neutral about the bike, neither liking it or disliking it very much.

Next came a trail riding session with a couple of friends which was supposed to be an easy relaxing day of riding but turned out to be anything but. It seems that one of the party decided it would be fun to explore a small, rocky-bottomed creek. The Matador moved through the rocks easily. Then came a thicket. The Matador crashed through with no difficulty. Then up and down several steep soft banks. The going got worse and worse. Finally, instead of coming out, the creek just dead-ended at a 90-foot-high vertical fill for the highway. Steep sides all around, and a horrible way back. I started the Matador sidehilling up to the top. It clawed its way without problem and pulling me out of one of the more difficult situations that I've been in. Somewhere on the ride I lost the air bottle. But that was nothing compared to the verbal abuse I took from my friends for leading them into the dead end creek.

A few days later I took the Matador out trailriding in the desert, to one of my favorite spots, Cottonwood Creek. Riding up Cottonwood Creek is one of life's great moments. Sometimes you ride right in the creek itself, sometimes you criss-cross back and forth. I found that with just the slightest effort I could lift the Matador's front wheel and fly across the creek. I was really having a ball until the engine died. It turned out to be a wet kill button and it happened twice more. The kill button is not waterproof.

We found a little canyon with rock steps and tight, trials-like turns. The Matador was practically as good as its cousin, the Sherpa T, when it comes to climbing and twisting through the rocks and even jumping a ledge occasionally.

On the way back to the truck I found a strip of asphalt, so I opened it up. At 80 mph it was still accelerating, but with knobby tires and small diameter brakes, I was no longer enjoying the experience. Bultaco claims 85 mph and I'm willing to take their word for it.

By the end of that ride the Matador was certainly no longer virgin. Before I received it, it had gone through almost 1000 miles of road testing by several magazines. In the process it had lost the route sheet holder and watch holder. I dropped the bike several times in rough situations, just as I often drop my own enduro machines. So far I had broken the plastic gas cap and lost the air bottle. Then, when I attempted to change the position of the shock absorbers, I found the adjusting ring frozen. Trying to unstick it, I applied a bit too much force and broke the shock right at the mount. But these were all dumb little things. The engine was strong and the bike was so much fun to ride, especially on trails, that I had great confidence in it. I called Tom Patton and asked him if I could keep it long enough to ride the
He said yes, provi
shock problem my
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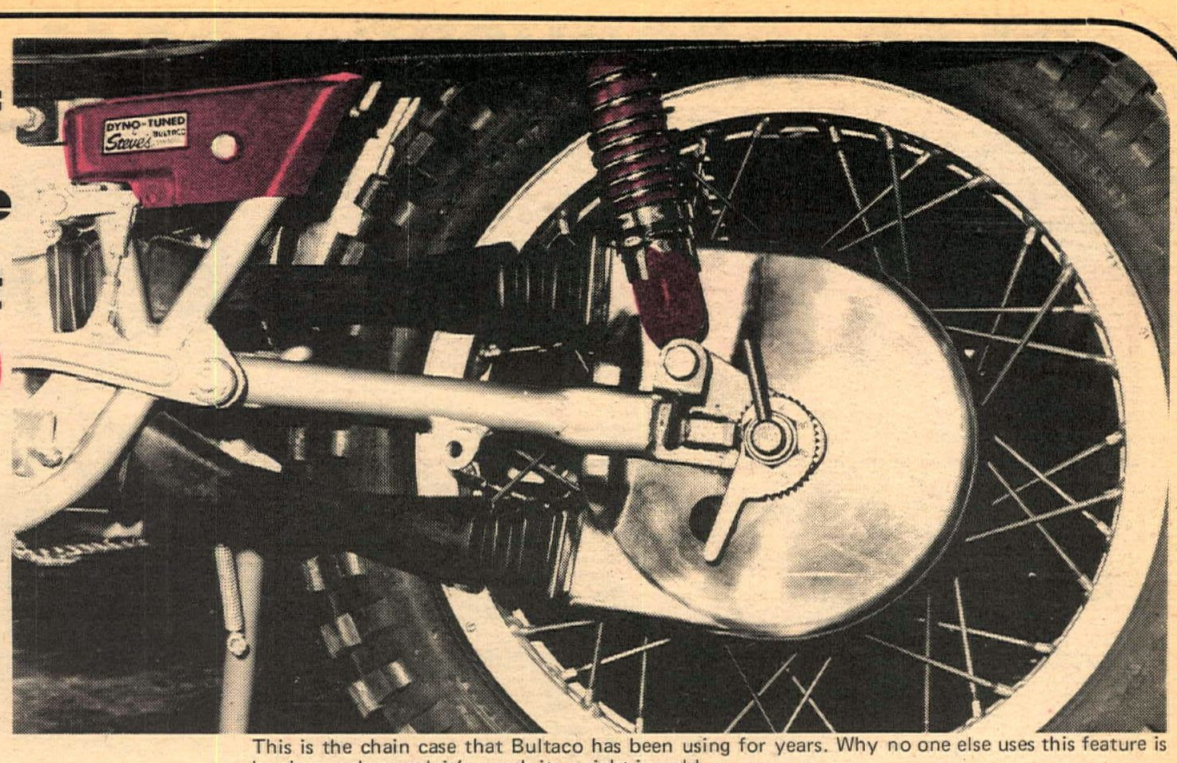
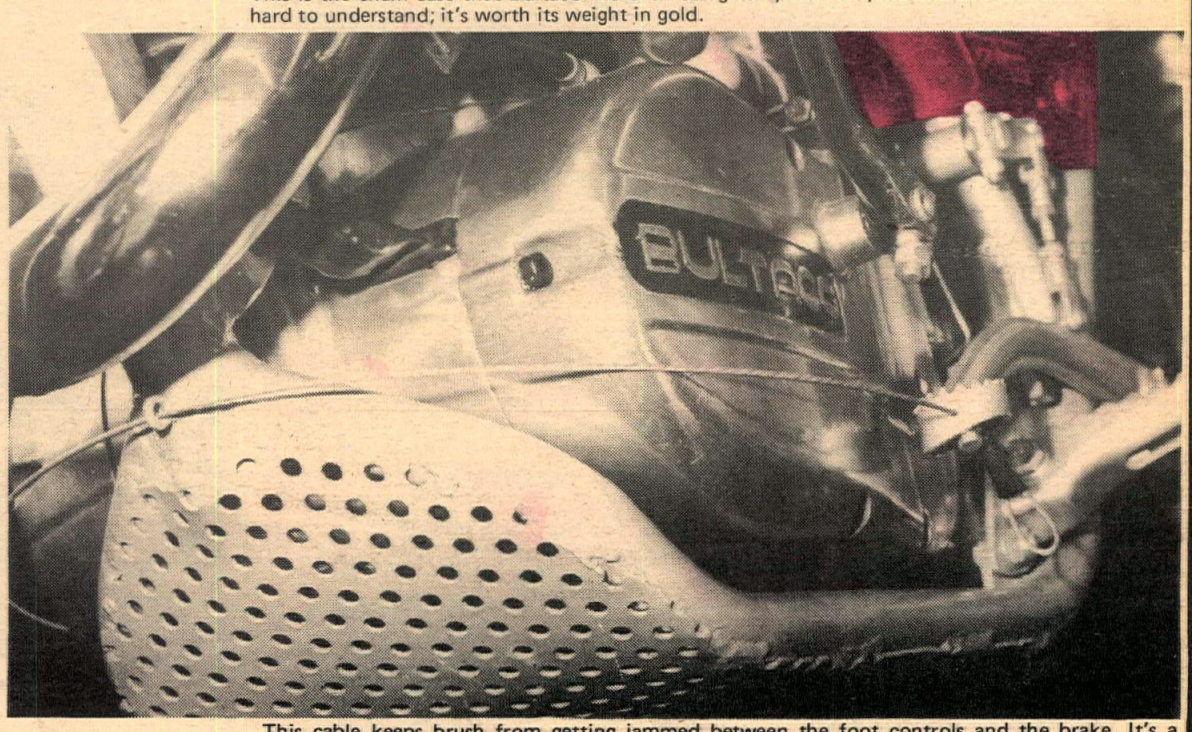
goodies: Watch holder, speedometer, route sheet holder, and leather box for



This is the chain case that Bultaco has been using for years. Why no one else uses this feature is hard to understand; it's worth its weight in gold.



This cable keeps brush from getting jammed between the foot controls and the brake. It's a unique Matador feature.

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was soft sand, it. There were a ls, also of soft sand. The Matador went up like a champ. Occasionally, when a rider would be stopped in front of me, I had to give a shove with my foot, but never did I have to really push. When you do have to give a shove, the low saddle height helps.

There was a chance for an interesting comparison on this run. My riding partner who is about the same skill level, or just a bit better than I am was riding with me. He was riding the same type of bike I normally ride. Although he generally kept up on this run, on several occasions he wasn't able to, and was late to checks that I hit on time. He was quite late at the finish and very bushed, while I was relatively fresh. This says quite a bit for the Matador. The guy who doesn't get tired has a chance to win.

The speedometer deserves some special mention at this point, since it is a very important part of any enduro effort. First of all, unlike the more normal VDO and Japanese speedometers, the speedo on the Bultaco is easy to reset. It has a long knob that you can grip and it turns easily. If you translate that feature into minutes, it could be worth five points in a close enduro, or the difference between first and 20th place! The speedo is driven off the front wheel, another big advantage. Front wheel drive is much more accurate and doesn't entail having your speedo rebuilt if you change gear ratios, as in the case with some gearbox-drive types. Lastly, the speedo has a decent shock mounting which means it has a reasonable life expectancy.

It's almost a tradition to say that while the Bultaco Matador is a good woods bike, it's ill-handling in the desert. It seems high time that this tradition was blown out of the water (or sand, if you prefer). The Bul is quick-handling and it's not the bike I'd choose strictly for desert racing. But it is more than adequate at enduro speeds. And in some desert situations it will flat run off and leave the average desert sled. In those canyons that make a hard turn every 11 feet, the Matador acts like it's on tracks. Whoop-de-doos takes more effort but they're definitely ridable at any enduro speed.

The other tradition holds that while the Matador is a nice bike, it's just too heavy. This is a bit starry-eyed. If you want things like decent fenders, a good seat and a chain case, you must accept the weight. I noticed the weight when I had to load the bike in the truck, but not when I was riding it. In fact, the superior handling made it feel lighter than some lightweights that I've ridden. It weighs 270 pounds with a half tank of gas, which I didn't find objectionable, but if you're a light weight freak, what can I say? Buy a Raleigh.

There were a few things that I found highly objectionable. Prime offender was the Spanish Amal carburetor. It this isn't instant junk, it'll do until the real thing comes along. It's prone to leak outside and inside (making the engine damned hard to start). It has no choke. Adjusting the idle doesn't take a tuner; it takes a magician. Fortunately, once the engine is started and running above an idle, the carb works well, but when I was in school 50% meant you flunked and that's the mark I give the Amal. My recommendation? Give a Matador a Mikuni for Mother's Day.

The Matador has been named the Seis Deis because that's the in-thing this year and they've even added a couple Six Days touches. The air bottle is one and so is the leather box on top the gas tank. So is the practice of putting sheet metal screws through the Akront rims to keep the tire from turning inside the rim. In doing so they eliminated the traditional security bolts, which to my way of thinking is poor judgment. When Six Days riders get a flat, they fix it; when enduro riders get a flat, they ride in on it. Except that they won't with sheet metal screws in the rims because the tire will come off the rim when it's flat and then the wheel will break up. For the enduro rider, security bolts are a much better answer. They allow you to run at four pounds pressure, which is occasionally desirable, too.

All told, the Matador is a fantastic machine. Its horsepower this year has been jumped to 28 and the power band is unbelievably wide. It's one of the best handling bikes I've ever ridden, with handling ranging from good to superb over every type of surface I could find. The gear ratios are well chosen and the gear box seems to be tough. Shifting without the clutch, necessary in some situations, was accomplished without pain. The clutch pull is very light and the clutch seem immune to fade. The riding position I found to be a comfortable compromise between sitting and standing and during the enduro I found myself spending about 50% of the time in each position. The pegs are good units and high enough so you don't have to worry much about hitting rocks with your feet.

The Matador comes with a built-in silencer and lights, but it's not sufficient to get it licensed in California, which poses a problem. At least two enduros recently have required licensed, street-legal machines. Licensing the Bultaco would really take some doing. This is not only Bultaco's problem; most of the good enduro machines are in the same boat and even the not-so-good ones have only a tenuous grasp of legality. With a bit of luck and a sleepy bureaucrat you could license a snowmobile for the freeway, but your right to use an expensive enduro bike shouldn't depend on luck.

On the other hand, if Bultaco (and the others) made the bikes street legal, they'd be gutless, overpriced, junk-laden monstrosities, unfit for the trail. That's no solution either. It's going to require some thought. In the meantime, while the manufacturers and the lobbyists are tackling that knotty gem, it's wise to think about how you, personally, are going to tackle the problem of getting legal enough to run the enduros that are coming up. The Matador does have a neat little spark arrester and within the next few weeks the bikes will come fitted with it.

I don't think a perfect bike has ever been made, but it seems to me that the Bultaco Matador has one of the least objectionable sets of faults that I've encountered, which just could lead me to put my money where my mouth is in the near future.

RAPP RECOVERS FROM SPILLS--WINS

By Buzz Baty

IRVINE, CAL., Feb. 20, 1972 – Tom Rapp started today off like it was going to be a continuation of Friday night's Lions action, go a little ways – fall down, go a bit, fall down.

After seizing his 125 Bul in the first 125 Expert moto, Tom unloaded in the first 250 Expert moto. He got up to finish but earned only 22 points.

Morris Malone lookin' really good, led a star studded field under the scoring stand for the win.

Star studded! Lord I guess, 27 250 Experts racing for a $270 purse with $135 going to first overall. Billy Urban, Tom Rapp, Greg Smith, Morris Malone, Tim Hart, David Pessy, Bruce McDougal, Marty Trips, and on-and on....

Rapp wasn't the only one to get off in that first 250 moto. Hart got off, then Tripes; both solo spills.

Greg Smith took second behind Malone with Urban third.

The second moto saw Rapp get all the pieces back in place for the win as Malone crashed hard behind the scorers stand, Urban took the second spot, Smith took third this time.

The final round shaped up like so, Urban–525 points, Smith-469, Rapp-422, Malone 400, any of them could win it all. When starter Stu Peters dropped the flag, Rapp took his Bultaco to the front, all those bad numbers gone and forgotten as he increased his lead every lap to the win. Malone on his Ajay, Smith on his Maico, and Urban on his CZ fought for each inch they could get. Malone seemed to tire and Greg got by for second, Urban took third overall to cap a real dog fight.

That rapid young man from San Diego, Jim Beauchamp, riding that rapid H-D prepared by Jack Krizman of Van Nuys, led a H-D 1-2 sweep of the 125 Experts. Beauchamp put to first and a second together for first overall as Terry Clark on another Krizman H-D got two seconds and a third for second overall. Bruce McDougal got up for third.

Hart worked his you know what off today, trying to ride two classes. He had to put the 250 Maico on the trailer, said it wouldn't handle after the crash. Tim won the first 500 moto after John DeSoto lost the counter shaft sprocket on his Suzuki.

John must have been a little uptight as he loaded up and split.

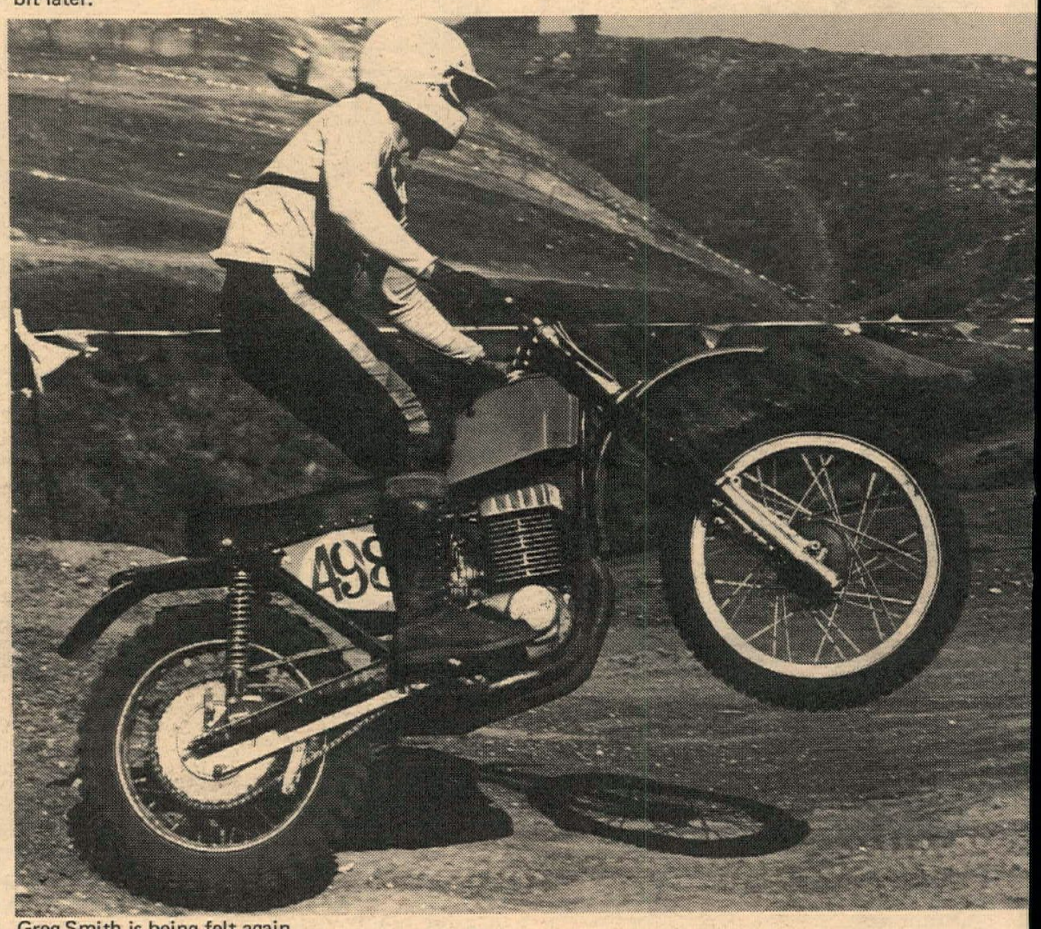
Hart won the second with Greg Smith, who was also riding two classes, in for second and Rich Thorwaldson taking third. Just like the first moto.

The third round saw Hart in first, Rich second and Greg in third, all the way until the last 50 yards. A rider who was about to be lapped tried to dice with Hart and blocked him; Thorwaldson got by five yards from the flag to get first, Hart second and Smith third. Of course, Rich was happy to get the win. It gave him second overall, Hart was, or at least acted as if, he was really ticked off even though he still got first overall. But Greg Smith lost second place overall because of an unthinking backmarker.

(Results on page 32)

Jim Beauchamp (5) gets ready to zap Bruce McDougal. He did and so did Terry Clark (56C) a little bit later.

Tom Rapp leads a heated 250cc Expert class. Dave Rodgers (900), Billy Urban (1) and Morris Malone are within striking distance, though.



Greg Smith is being felt again.

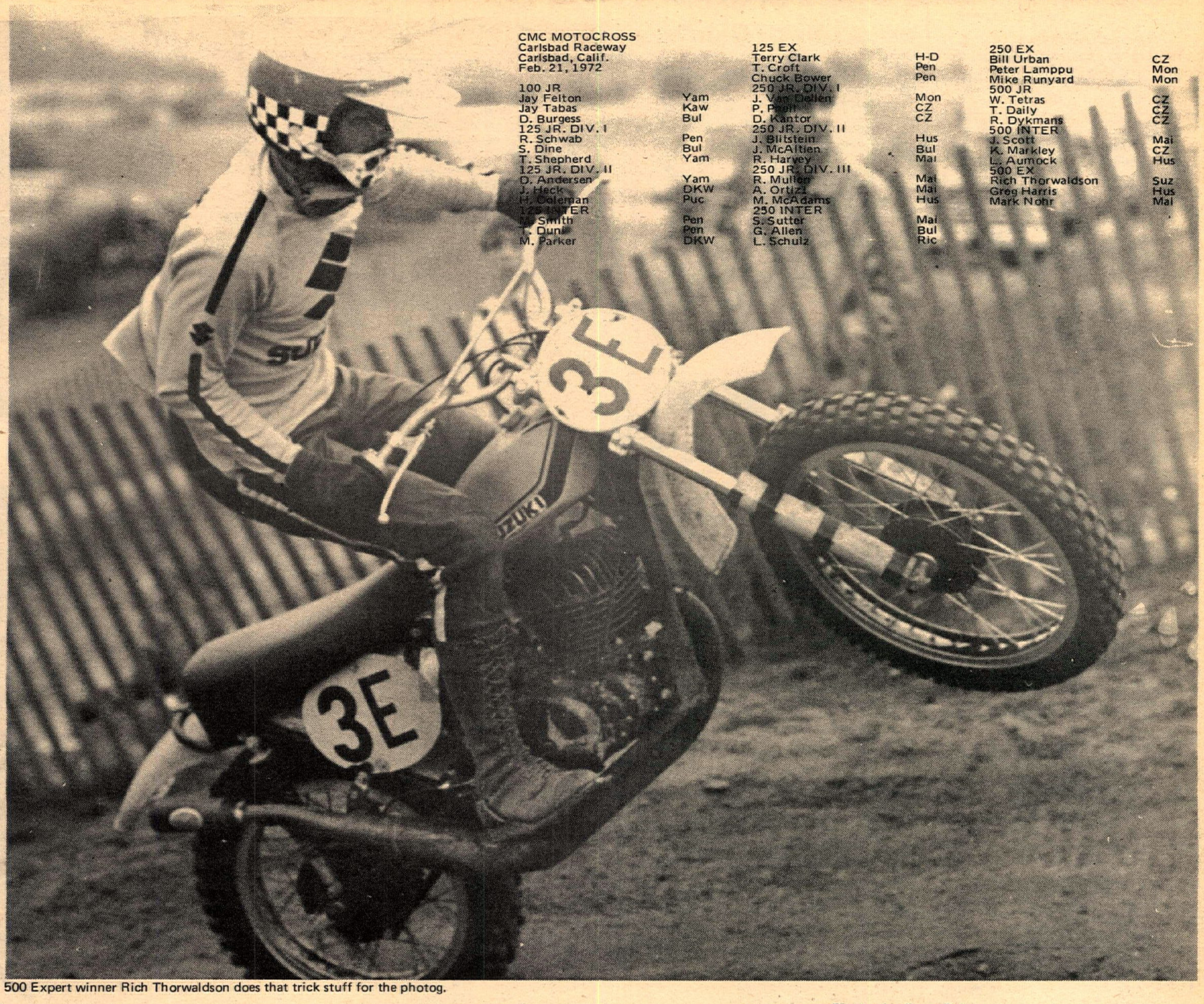
Cycle News stickies don't guarantee your picture getting into the paper...but it helps. And it helps to carry your goggles in your teeth, too.

SADDLEBACK HILLCLIMB

Saddleback Park will again present a Matterhorn Hillclimb this Sunday, February 27. Park Director Vic Wilson explained that because of the rider and spectator turnout for the January 'climb, he is slating a series of monthly Matterhorn events through Spring.

Admission for Sunday's Matterhorn contest is $1.50 for adults, with children under 12 accompanied by a parent, free.

RICH SHINES ON GEORGE'S BIRTHDAY



500 Expert winner Rich Thorwaldson does that trick stuff for the photog.

CMC MOTOCROSS
Carlsbad Raceway
Carlsbad, Calif.
Feb. 21, 1972

100 JR	
Jay Felton	Yam
Jay Tabas	Kaw
D. Burgess	Bul
125 JR. DIV. I	
R. Schwab	Pen
S. Dine	Bul
T. Shepherd	Yam
125 JR. DIV. II	
D. Andersen	Yam
J. Heck	DKW
H. Coleman	Puc
125 INTER	
[illegible] Smith	Pen
[illegible] Dunn	Pen
M. Parker	DKW
125 EX	
Terry Clark	H-D
T. Croft	Pen
Chuck Bower	Pen
250 JR. DIV. I	
J. Van Dellen	Mon
P. Pruitt	CZ
D. Kantor	CZ
250 JR. DIV. II	
J. Blitstein	Hus
J. McAltien	Bul
R. Harvey	Mai
250 JR. DIV. III	
R. Mullen	Mai
A. Ortiz	Mai
M. McAdams	Hus
250 INTER	
S. Sutter	Mai
G. Allen	Bul
L. Schulz	Ric
250 EX	
Bill Urban	CZ
Peter Lamppu	Mon
Mike Runyard	Mon
500 JR	
W. Tetras	CZ
T. Daily	CZ
R. Dykmans	CZ
500 INTER	
J. Scott	Mai
K. Markley	CZ
L. Aumock	Hus
500 EX	
Rich Thorwaldson	Suz
Greg Harris	Hus
Mark Nohr	Mai

Photos by Buzz Baty

CARLSBAD, CAL., Feb. 21, 1972--Rich Thorwaldson won his first motocross since he returned from the Desert here at Carlsbad Raceway as he won both legs of CMC's new Expert moto system. Thor's only threat come in the second moto when Gary Harris gave him a hard chase.

Another transplanted desert star, number-one trailbiker Terry Clark, also got a taste on the top as he swept both 125 motos after teammate Jim Beauchamp dropped himself in the first moto and broke in the second.

Bill Urban, the top CMC rider last year, took home another 250 Expert win with his new CZ ride but Marty Tripes put in the show of the day in the second moto. Young Marty managed to stall his engine as the pack rounded the first turn. He gathered things up and proceeded to pick off every one of his opponents, winning the race. Bike maladies in the first moto kept him out of the standings, however.

This was the first time the CMC has held a two-moto type program and the Experts voted unanimously to retain it. From now on, all CMC daytime events will feature two longies for the Experts and three not-so-longies for the Juniors and Intermediates.

Last week number 38 Gaylon Mosier won and we didn't say a thing. This week Gaylon lost and got his picture in the paper!

MINT ON THE TUBE

The Mint "400" Del Webb Desert Rally, richest off-road race in the world, will be shown on national television.

Jess W. Hinkle, Mint Hotel/Casino general manager, announced in Las Vegas that ABC Television will show the 5th annual running of the desert classic on its new champion auto-racing series between April 2 and May 14, 1972.

Included in the 30-minute ABC-TV presentation will be portions of both the motorcycle and automobile action over the rugged Nevada desert terrain north of this city of glitter and glamor. The cycle race will be held on Sunday, March 19 while the cars begin their 400-mile event on March 20 following a most spectacular parade in downtown Las Vegas. The gala parade and festivities surrounding the races will also be a part of the telecast.

$30,000 MX SERIES IN WEST

AMA Coordinator of Professional Racing Dave Welsh has announced the establishment of a 12-event Western States professional motocross series intended to qualify American riders for the 17-race international series to be held in the fall of 1972.

Like the Florida Winter-AMA Series, the Pacific-AMA Series, the Pacific-AMA Motocross Series will be for AMA licensed professional riders. Licenses must be procured from the national headquarters prior to the events.

The Pacific-AMA Series will consist of the following dates, locations, and purses:

March 5	San Diego, CA	Carlsbad Raceway	$2,000
March 12	Los Angeles, CA	Escape County	$2,000
March 19	Los Angeles, CA	Saddleback Park	$2,000
March 26	Livermore, CA	Carnegie Cycle Park	$2,000
April 9	Salem, Oregon	Goose Hollow Cycle Park	$2,000
April 16	Olympia, WA	Straddle/Line	$2,000
April 23	Tacoma, WA	Puyallup Raceway Park	$2,000
April 30	Salt Lake City, UT	Manning Cycle Park	$2,000
May 14	National Championship Sacramento, CA	Cal-Expo Fairgrounds	$4,000
May 21	National Championship Los Angeles, CA	Saddleback Park	$4,000
May 28	National Championship San Diego, CA	Carlsbad Raceway	$4,000
June 4	Boise, Idaho	Owyhee M/C	$1,800
		Total purses	$29,800

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4" travel w/60-90 progressively wound springs

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Spring Ratios from 65† to 125† in stock
Shocks come with 78† as standard spare springs $8.00 pair.
Complete rebuild kits $5.00 ea.
1½" Extensions $3.00 pr.
Seals $1.50 pair

Please specify motorcycle make & model. Mount type required. Eye at each end or eye and clevis type. Now in stock the new "Mavrick" 5-way adjustable heavy duty shocks, rebuildable lustrous chrome springs, 11½" or 12¾" length available. Center to center of eyes 3½" travel.
We Pay Postage on Prepaid Orders.
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If the seal fails on any MAVRICK unit within 90 days from date of purchase we will replace the seal free.
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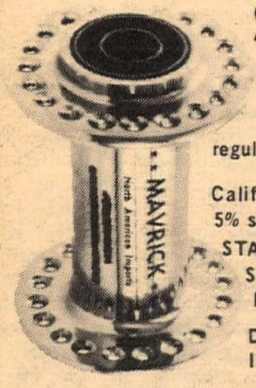

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SCENE australian speedway

By Peter White

SYDNEY, AUSTRALIA, Feb. 5, 1972 – At the Liverpool track the American speedway team of DeWayne Keeter, Sonny Nutter, Bill Cody, Steve and Mike Bast and Mike Konle made their debut in the first international against a "Young Kangaroo" team and were defeated 62 to 46.

The Kangaroos fielded four local home track riders – Bill Landels, Dave Mills, Gregory Kentwell and Jim Ryman – plus two interstate riders – Johnny Dewhurst and Phil Crump. All the Aussies hit form and showed too much solidarity and pace and home track knowledge for the Americans to master.

The U.S. stars, led by Keeter and team-managed by injured racer Chuck Jones and his attractive wife, Donna, fought gamely but were down on experience after the untidy confines of Costa Mesa.

Although the Aussies raced away with the first three heats, the Americans hit back with dashing wins by Nutter and Keeter to level the score at 18-18 after six races.

They hung onto the Aussies until the interval but in the second half the Kangaroos showed superior gating tactics and their speed from the starting tapes proved too great for the Americans to overcome. Then the Aussies raced away to mount up the points.

The American riders experienced great difficulty with their visors and goggles being filled in by flying wet dirt and this was a major factor in their defeat.

Highlight of the night was a brilliant ride by skipper Keeter, most experienced of the pack, when he defeated opposing captain Bill Landels in a hectic heat six. Keeter won the start and kept the inside line for the full three laps while Landels turned on the power up near the fence and tried to ride around the outside. The fans were screaming in this one: One of the best races seen at the circuit all season. Keeter sure put his overseas experience (he has ridden in Australia before and also in England with much success) to good use to beat the wily ex-Scotsman, Landels.

Top scorer for the Yanks was Bill Cody who proved a real surprise packet with 15 points from a possible 18. Cody outscored all his Australian rivals and rode hard and furiously all night. Next best was ever-popular Sonny Nutter with nine points. Nutter was also a crowd pleaser with his spectacular style.

Best for Australia was Landels with 14 points. All his team-mates scored solidly and they won well.

The racing was hard and fast throughout and although American didn't win on points, the riders from the land of stars and stripes certainly won plenty of fans for their honest, whole-hearted approach to the game.

The boys' never-say-die attitude was appreciated by all and the experience gained at Liverpool is sure to stand them in good stead for the remainder of their tour. They can do nought but improve and maybe soon...

A hectic weekend on February 18, 19 and 20 followed when the riders were scheduled to appear at Rowley Park, South Australia on Friday, Melbourne, Victoria on Saturday and Liverpool, New South Wales on Sunday. Whew, after that lot they're sure to be worn out!

One of the most pleasing aspects of the tour is the chance for Aussie fans and old favorite Chuck Jones to become re-acquainted. Chuck, as readers will know, suffered severe spinal injuries in a crash in Sydney some years ago and his racing days appear gone forever. However, he is improving slowly and it has been just great for him to see all his Aussie friends again.

Next issue this column will feature pics of the Californian riders in action Down Under.

NOTES DOWN UNDER: Great Britain hit back against Australia in a big way in the Western Australian capital city of Perth when the final two Tests of 1971-72 series were staged recently. The Biritsh were down 3-2 but fought back valiantly to firstly level the scores, by virtue of a sound win in the sixth Test, and then forge ahead and take the series overall by winning most convincingly the seventh and deciding match. A rejuvenated British side really thrashed the Aussies in the last encounter, scoring by 72 points to 36.

However, this series was not the one that Britain won; rather the one Australia lost. Thanks to some very small thinking on the part of the selectors, who are also the staging promoters, Australia threw away all chance by fielding weak teams in four of the Tests. On two occasions top riders such as Jim Airey and John Boulger were overlooked in an effort to 'even' the sides and this allowed the Poms back into the chase. Then when it came to the all-important last Test neither Airey, Bougler or Bill Landels were available. They refused to be party to the farce — Boulger was also engaged in Australian Championship qualifying rounds on his home track in Adelaide the same night — and so the home team crumbled to the massive defeat and lost the 'Ashes'. So, by four matches to three, Great Britain has defeated Australia on the Kangaroos' own stamping ground...

It wasn't such a happy story for the Swedish team, however. Down to only six Tests against Australia after one had been washed out by torrential rain, the Swedes went down 5-1. Final Test was held at the Sydney Showground and once again the Scandinavians failed to come to grips with the big, fast Australian track. They tried, but their egnines were no match for the slick Aussie machines which sped by with ease. Following their humbling at the hands of the Kangaroos, the Swedes moved on to New Zealand where they are meeting a strong Kiwi line-up that includes former World Champions Ivan Mauger, Barry Briggs and Ronnie Moore. News has just been received that Sweden scored a narrow two point victory in the first Test at Auckland last Saturday.

DAYTONA LAP MOOLAH

The following companies have found it in their heart to sponsor a lap at the upcoming Daytona 200-mile National Road Race. The rider leading the numbered lap will be awarded $100 by the company who has dibs on it:

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AMDRA GAINS SPONSORS

Kawasaki Motors Corporation has committed $2,000 in contingency money to be spread between the American four National Championship events for the 1972 season.

Also taking part in this tremendous sponsorship program is the Bates Leather Company out of Long Beach, Calif.; The Carlisle Tire and Rubber Co., Carlisle, Penna., now in its second year with AMDRA; Norris Performance Products, Van Nuys, Calif.; Hot Bike Magazine, Placentia, Calif. and the Dixon Chemical Company, manufacturers of Dixon Chain Lube.

These new sponsors join the list which includes Routt's Cycle Center in Hyattsville, Md.; the S-K Tool Company; Cycle Magazine and the Kendall Refining Company.

With the addition of these fine sponsors, the projected figure of $10,000 in cash and awards at each of the four AMDRA Nationals will definitely become a reality.

GOSLEE ON THE MOVE

The appointment of Allen E. Goslee as Western Region Sales Administration Manager for Kawasaki Motors Corp. has been announced by Ken C. Smith, Region General Manager.

In his new position Goslee assumes responsibility for the administration of marketing, sales, and promotional activities for the region.

Although only 36, Mr. Goslee is Kawasaki's "oldest" employee, having been the first one hired by General Manager Alan Masek when the company was formed. He has served progressively as District Manager for California, Eastern Region Service Manager and National Service Manager, where he oversaw Product Improvement and Racing.

Bledsoe Wins Barona Trials on Rocks and More Rocks

By Craig Hunter

BARONA, CAL., Feb. 13, 1972 – The San Diego Trials Riders opened their 1972 season at Four Corners Motorcycle park today. They borrowed the punch card scoring system from the V.O.T.E. club and split up the riding times like the Plonkers had done at Running Springs. Kids, Amateurs and Novices rode in the morning and the Experts and Masters competed in the afternoon.

Dwaine Walters finally found out how to work his new Hodaka and won the Kids class with a two to the seven of Bultaco-mounted Stephan Stewart.

The Amateurs had three hours to complete nine sections three times each, a tight schedule indeed and one which forced the riders to give up points to finish on time. Most of their sections wound through slippery decomposed granite gullies or over patches of boulders. The one real bummer was the infamous section nine. Nine had something for everyone. It offered little time to react and no room to relax – it grabbed a lot of points. Jim Laudeman rode fast enough to take his time in the sections, working his Bultaco with methodical precision and scoring an easy victory, losing only nine points in the process. Larry Schmidtke was second with 18 and Ralph Dodson third with 20. Laudeman's win puts him in the Expert class now. I'm sure he'll be missed by the Amateurs.

After the lunch break the Experts and Master class riders had their trials and, if a time limit hurt the Amateurs, fatigue was the deciding factor in this event. They made two laps of 11 sections each around a merciless five-mile loop hewn out of the canyons furrowing the Barona plateau. The course was an endless off-camber, snaking its way up and down the slippery canyon walls and the traps had everything from hair-raising decents to narrow gullies and rocks, rocks and more rocks. The riders felt that section one, a treacherous gulley section, was the most difficult. It was never cleaned and the best ride in that section was a "2" by Mark Eggar.

Section seven got the vote for hairiest of the day. It was an all-boulder nightmare that started with a lump-in-the-throat trip over a jagged four-foot boulder and bounded across several more just like it. Several gasoline stains suggested that more than a few riders had their problems here.

Richard Bledsoe, defending his Number One plate, didn't seem to tire and massacred the other Masters, turning in an astrounding six-point first round and followed it with a five-point second round for a total of 11 all day. Bob Nickelson followed with 29 and Mark Eggar was third with 37.

The Expert contest provided the real surprise of the day. Young Marland Whaley, in his second Expert trials, kept his cool and narrowly defeated John Bourdeau in the last two sections by a score of 34 to 37. Astrounding thing about it all was that Whaley, on an obsolete "big hub" Montesa, not only won his class but was third overall. Bourdeau, riding his first Expert event, was tied with Mark Eggar for fourth overall. They topped their class and put most of the Masters away too; somebody better tell Whaley about that "obsolete" Montesa!

While Bledsoe won again, the omens are pointing to a real battle in the Master class this year. British ace Derek Edgar returned to stay and, while he wasn't happy with his new Montesa, he should be on form soon. Bob Nickelsen and Mark Eggar will be turning in their piles for new Ossas soon and rumor has it that Kevin Walker will be joining them.

Richard Delany turned up on a new Montesa; you'll rember him from the Delany-Koskie wrecking crew of the Saracen days. Now that he and Jeff are on 250's they could get pretty tough.

There you have it. If the signs are true, it could be a hard year for turkeys.

(Results on page 32)

MIC to Support Nixon Move

The Board of Directors of the Motorcycle Industry Council adopted a resolution on Friday, February 11, 1972, supporting the goals of President Nixon's Executive Order dealing with the use of off-road vehicles on the federal public lands. The resolution

"RESOLVED that the Board of Directors of the Motorcycle Industry support the goals of the President's Executive Order of February 8, 1972, dealing with the use of off-road vehicles on the federal public lands and the designation of specific land use areas. To this end, President Colman (President of the MIC) is directed to communicate with the Secretaries of Defense, Interior, Agriculture and the Board of the Tennessee Valley Authority and offer our Council's full and immediate cooperation in the implementation of the Order."

President Colman has today written to the respective Secretaries.

In his letter, Mr. Colman pointed out that the Council has, in the past, strongly endorsed sound public land use planning and, to this end, has engaged in major efforts to provide for the same. The MIC is a trade organization comprised of the major manufacturers and distributors of motorcycles throughout the world. Manufacturers and distributors of allied products and over 1,700 motorcycle dealers throughout the United States are also members of the Council.

In his letter, Mr. Colman indicated that he "would like the opportunity to discuss with you...the possibility of creating a committee of government, industry and public representatives to discuss the objectives of the President's order. It is the hope of the Council that early cooperation by all parties concerned will minimize duplicity of effort and focus, at an early date, on the formulation of the initial regulations and instructions which the President's order requires.

The Council fully endorses the designation of specific land used areas for all types of recreational activity. The Council, which has worked with various state and private agencies toward this goal, will make available to the federal government its studies, a new land use film and publications dealing with compatible land use.

In closing, Mr. Colman stressed the "Council's commitment to the concept of sound public land use planning".

PREMIER HELMETS GETS BIGGER

WESTMINSTER, CAL., Feb. 11, 1972 – Charles Tinch, president of Premier Pacific, Inc., manufacturers and distributors of motorcycle and racing helmets, announced today the appointment of John Harrington to the position of National Sales Manager for Motorcycle and Snowmobile Trade and Glen Gross as National Sales Manager for Automotive Trade.

Premier Pacific's office and plant is located at 9311 Kramer, Westminster, Calif.

European motorcycle racing champion Phil Read has signed with the firm to handle distribution and sales of Premier products in Europe. Former world speedway champion Ivan Mauger has agreed to represent Premier in the Australia-New Zealand markets and negotiations are currently underway with Japan's Kokosai-Tsusho Company for ditribution rights in the Far East.

BMW HELPS THY NEIGHBOR

The 1971 financial report of Bayerische Motoren Werke (BMW) reveals that the sale of motorcycles increased by a record 52.8% and the sale of BMW automobiles increased by 4.8%.

While the motorcycle assembly is located at Berlin, the main plant and offices of the BMW Company are located in Munich, directly across the street from the site of the 1972 Summer Olympic Games.

Being an immediate neighbor, BMW salutes the Olympics in a very tangible way. For the duration of the games, the BMW manufacturing plants in Munich will be closed. All suitable plant facilities will be made available to the Olympic Committee, for example, the high rise parking facilities for 2,000 cars and the works cafeteria which can seat 2,500 guests. BMW will also make 200 BMW automobiles available to the organizers of the games.

The management of BMW believes that this sporting gesture is in keeping with the sports image of their products.

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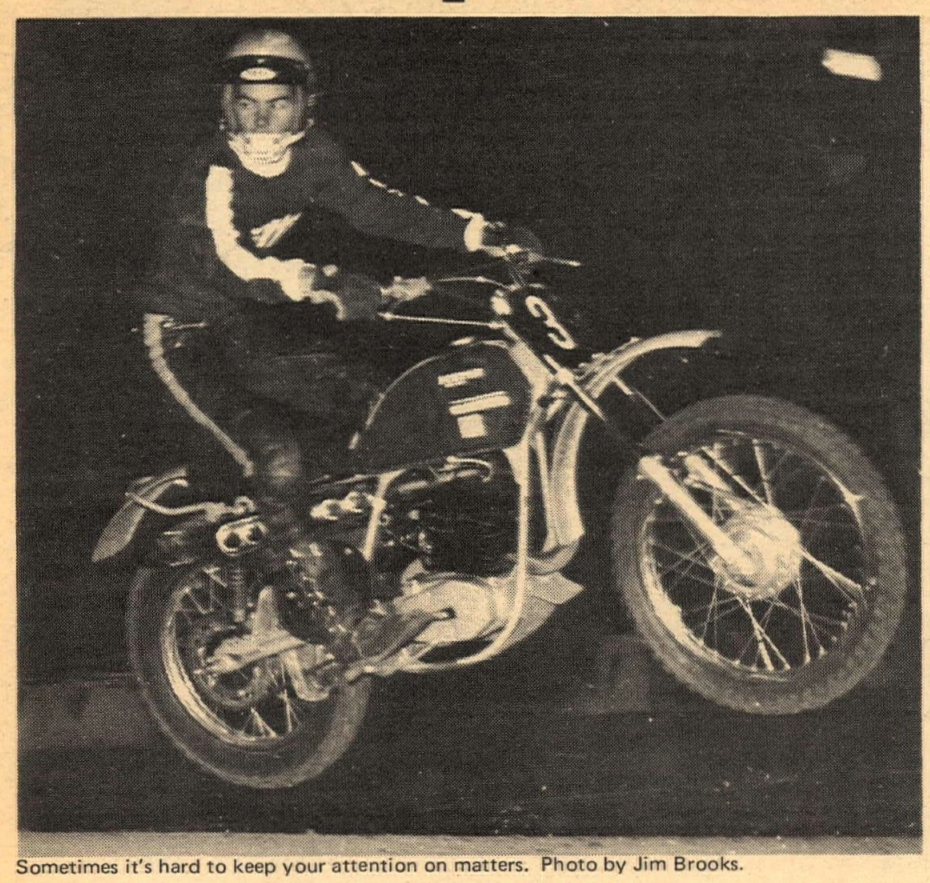

Sometimes it's hard to keep your attention on matters. Photo by Jim Brooks.

By Lowell Stolze

EL TORO, CAL., Feb. 18, 1972 – Mike Cram and his Maico did their thing again at El Toro Speedway tonight as the USMRC motocrosser's presented another great program. Cram swept all three motos in the 500 Intermediate/Expert class, defeating Morris Malone (AJS) each time. Bruce Torbett was third on his Husky and Dave Boydstun, making his first start on a bike over 250cc, garnered an overall fourth.

Bruce Baron (Kaw) took a bad spill in the first heat. The incident took place on the banked portion of the course atop the uphill leg and Bruce cut a finger on his right hand and the wound necessitated 12 stitches. Not a happy birthday present for Bruce, who added another year on Saturday.

Bruce McDougal (Pen) and Chuck Bower (Pen) tied for first overall in the tough 125 Intermediate/Expert events as each captured a first, second and third. Baron did a nice job to win the first moto from Bruce, but second overall went to Reuben Benites (Pen) and Ron De Donato (Pen) was third with Baron in for fourth.

Malone had the combo in the 250 Intermediate/Expert class and won heats one and two by huge margins and finishes second to McDougal in the third. Jon Derhammer (CZ), with two seconds and a third, grabbed second overall and Scott Hendrickson (Bul) took third. The final moto was a four way battle and McDougal crossed the line ten feet in front of Malone and Derhammer, who finished in a near dead heat, and Scott wasn't far back.

In the 100 Junior races, John Clark (Yam) rode well to notch two wins and a second to take the overall top spot.

Paul Nyland (Pen) continued his strong 125 Junior riding and won Division One. Division Two honors went to hard riding Don Smith (Yam) as he won all three heats; the second and third by huge margins.

The 250 Junior class saw a familiar face in the winner's circle: Richard Duncan (Mai). Richard swept all three motos last week and was apparently on his way to a repeat tonight after taking the first wo. However, Marv Braun (AJS) made a great move to get by Duncan at the start line and nab the final heat. Duncan looks good and it shouldn't be long before he moves up a class.

Grandstanding Brad Salata (Hus) had it easy in the 500 Junior events and won all three races by big margins.

Brad Roberts (Hon) won the schoolboy class after apparent winner Mark Shader (Hon) cut the course in heat one and was set back one spot and the demotion cost him the overall title.

Gary Tamietti made his first appearance as an Expert on his Rickman with a Suzuki powerplant and the bike has been dubbed a "Ric-Su". Entries in the talent laden 125 Intermediate/Expert division have been slim, possibly because of the great riders. We would like to see others challenge McDougal, Bower, Baron, Benites, Carlson and company.

(Results on page 32)

Root Ropes Robertson at Bay Mare Motocross

By Art Cox

MOORPARK, CAL., Feb. 20, 1972 – A beautiful warm springlike Sunday provided another All Junior day of motocross at Bay Mare race track.

Today's events produced four grand slam winners. Riding for 50% trophies, all classes were run for three 15 minute motos.

During the 125cc proficient Novice class, Joe Root, on a new Bultaco Pursang, after taking a win in each of his first two motos, fell during the third, pushing him back to fifth place. He then easily moved up to second behind Larry Robertson (Bul). Root held this position until 100 feet from the finish line during the last lap when suddenly, Robertson (and his tough Bul), while trying to pass a slower rider to take the checkered, became "corraled" momentarily thus letting Root gallop his way over the finish line for a first overall. Robertson finished second overall with a 2-2-2.

Thirteen-year-old Randy Meacham (Yam) ran away with three wins for the 100cc Beginner class.

The third "grand slam" went to Joe Cotten (Mai) riding in the Open Beginner class.

Moving very fast and smooth, Wayne Brown (CZ) took three checkered flags for the last grand slam of the day. Brown rides in the Open experienced Novice class. Don Hicks (Suz) riding cautiously smooth, turned in three fine rides for the second overall, while a newcomer to the more experienced class, Mike Pace (CZ) grabbed third place gold. Hicks is a member of the "Bay Mare Sportsman Committee" that has been established to represent all motocross riders at Bay Mare that might have comments or suggestions about the track. The committee meets weekly with management to discuss the prior Sunday's events.

Management is in the process of printing a list of recent improvements to establish and keep Bay Mare's reputation as the track "by riders for riders".

This Sunday will be another "All Junior Day". All classes (100, 125, 250, Open) will compete for 50% trophies. As during all of the "Junior Days" run previously at Bay Mare, there will be two divisions per class. Divison One is for riders with five or less races experience (Beginners), and Division Two is for the more proficient Novices.

If you've never competed in motocross, give Bay Mare a try this weekend.

(Results on page 32)

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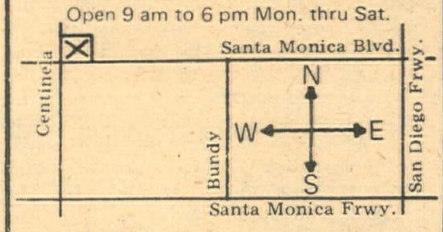

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TROJAN - --RE-NAME IT AFTER BOB SANDERS

By Art Loya

SOUTH GATE, CAL., Feb. 17, 1972 – Some of the riders are beginning to call it Bob Sanders Speedway. And why not? Tonight, Sanders wrote a new page of history for the Trojan Speedway record books by blanking out a field of over 50 entries in making a clean sweep of all main events (six) in the combined TT and flat track motorcycle racing program.

It wasn't so much that Sanders and his T & R Industries' Kawasakis made a shambles of all the major events, but the astonishing part of it was that he was doing it for the second time in less than a month. Sanders became the first rider in the track's history to turn this trick on Jan. 27.

Even in the moment of unquestionably his biggest triumph, Sanders gave much of the credit to his tune-up man, Richard "Rip" Sweeney. "Without him, I could not be able to perform in the manner of the past 14 months", said Sanders.

The fast start enabled Sanders to hold off Mike Clarke (Bul), Dan Corbett (Bul), and Mark Revels (Bul) all the way to the checkered in a field of 12 in the 250 TT Main, and then followed up by literally giving the likes of Corbett, and speedway Class A riding star, Larry Shaw (H-D), a riding lesson they will not soon forget in the 250 F.T. feature event.

"The best thing I like about these riders is that they don't give up. Sure, they get a little discouraged when they have to chase Sanders, but they are still in there trying hard and any given number of riders have the potential to beat Sanders with the right riding equipment," stated Rene Armenta, track president.

One of the best heats of the evening was staged with riders Joe Brown (Bul), Jim Miller (Oss), Paul Coberly (Bul), Bill Wright (H-D), and Bill Adargo (Bul). All outstanding Junior riders, Brown and Miller provided most of the fireworks as both battled for the lead. Brown led the first two rounds, but Miller the superior of the five, took the lead from Brown on the third lap and held on for the win.

Women's Lib also had its fling here tonight when 17-year-old Derra Reon mixed it up with the boys and no one pulling any punches. She fought her way into Main Event competition in both TT and F.T. events. In the 250 TT heat, Reon finished sixth behind Shaw riding her Bultaco. In the 250 F.T. heat, she finished a very respectable fourth behind Van Horn, Crecelius, and Steve Moir (Oss). However, Reon did not fare so well in Main Event competition as she trailed in the field at the checkered, but vowed that she would do better as she gets the feel of the track. This was Reon's first on the fifth-miler.

Other standout performances included Jerry Mulkey's two second place finishes behind Sanders in the 100 TT and 125 TT Mains, Charles Summers' victory in the 100 F.T. Main in the Junior class, and the team of Shaw and Van Horn coming from behind to win the Buddy Race over Corbett and Brown.

Featuring one of the best fifth-mile clay ovals in California, the lease for this oval to sanctioned motorcycle clubs only to promote events on Friday., Saturday, or Sundays, have been offered by Armenta. With choice days, or nights such as these, it should be made to order for some organization.

(Results on page 32)

NEW RECORD TURNOUT FOR DMP

By Dave Brown

APPLE VALLEY, CAL., Feb. 6, 1972 – With six other organizations throwing races, Deadman's Point still drew a whopping 318 riders. It was a beautiful day in the desert and everyone enjoyed the track. The only problem was the motos had to be cut down a bit but the last of 60 motos was finished up just before dark.

Sharon Staten once again won the Powder Puff class with her Ossa. Dottie Frost was only able to muster a third place in the P.P. but she captured the win in the 60cc mini-bike class aboard her Yamaha.

Lee Peterson took his 60cc Yamaha to the win in the 70cc mini class.

Roger Dickens brought out his CZ and once again put it on the old timers division.

The 100 Intermediate class started with only three riders, but finished with a three way tie for first. Steve Aageson (Ric), Morgan Malloco (Yam) and N. Wyckoff (Yam) were the riders.

The speedy Suzuki of Tracy Walters was again put to good use as he won the 125 Intermediate class by also whooping it on all the 125 Seniors. Troy Breker took his Yamaha to the Senior win.

Mike Faulkner broke the frame on his Husky in practice so he borrowed a CZ and won the 250 Intermediate class, as Rex Staten took his CZ to an undisputed Senior win.

Steve Bebeck took his Maico to the win in the 500 Intermediates as Bryan Breker did his thing to the 500 Seniors aboard his Husky. Bryan and Troy are both sons of Dick Breker, the desert ace. They are apparently learning well from dad.

The next race will be held the first weekend in March.

(Results on page 40)

L.A. CHAPTER OF A.F.M. ELECTS 1972 OFFICERS

BELL, CAL., Feb. 15, 1972 – The Los Angeles Chapter of the American Federation of Motorcyclists held their first general membership meeting of 1972 here last week and elected a board of directors. New AFM President is Dain Gingerelli, Vice President is Dave "Crash" Roesch, Gretchen Walti assumes the position of secretary, Brad Grote was elected treasurer and Robert Bender was elected as national representative. Over 50 members attended the meeting.

Negotiations are underway for the site of the first AFM road race of 1972, set for late March.

Next chapter meeting will be February 24 at the same location of the first meeting: the recreation room at 4874 East Gage, Bell. For information, call Dain Gingerelli at (213) 993-0313.

UH-OH: "SAFETY BIKES"

Douglas W. Toms of the National Highway Trafic Safety Administration has asked the Motorcycle Industry Council to develop experimental safety motorcycles in cooperation with the Department of Transportation.

"We believe the innovative safety concepts developed through cooperative experimental motorcycle programs can have a profound effect upon motorcycle crashes and crash injuries," Toms wrote in a letter to the Council on January 25. "As one example, anti-skid brakes alone could prevent well over 30,000 motorcycle crashes each year in this country."

"It is our sincerest hope that the member companies of the Motorcycle Industry Council, individually or several jointly, will wish to undertake development of experimental safety motorcycles with us," he continued.

"We're delighted and honored by Mr. Toms' request," said E. W. "Pete" Colman, president of the Council. "Rider safety has always been a priority concern of our members. The tremendous surge in the number of motorcyclists over the past few years, coupled with the ever-growing vehicular traffic situation, requires an even greater effort on our part to seek solutions to the safety problems of motorcyclists."

Already the Honda Motor Company has expressed a desire to cooperate in the program, and preliminary discussions are in progress.

The Motorcycle Industry Council represents over 90 percent of the motorcycle manufacturers, distributors, accessory firms and others directly involved in the motorcycle industry.

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SRA GHOST TOWN ENDURO--

By Ron Schneiders
Photos by Ellen Schneiders
Larry Groves, and Al Duke

CALICO GHOST TOWN, CAL., Feb. 20, 1972 — If you had to name the world's biggest participant motorcycle contest, which of these famous events would you choose?

1. The Elsinore Grand Prix? 2. The Barstow to Vegas Hare and Hound? 3. The Calico Ghost Run?

Number 3 is, of course, the winner, and if you never heard of it, be ashamed, for at least 10 minutes. Actually this was the first time it was run so it attracted only 2100 entrants or so. Wait till people find out about it. You'll have to know somebody to get an entry on the first day.

Most clubs figure that 500 entries are more than enough to be handled efficiently, and they try to hold their entry to that approximate size. Sometimes they simply limit the entry, sometimes they get a reputation for sadism that limits the entry for them. The Sportsman Racing Association had no particular reputation in enduros and they certainly didn't try to limit entries. 20% trophies, finishing pins, something for the family to do while Pop is racing. A Buddy Class. A husband and wife class. An over-35 class and Lord knows what else. Maestro Ron Vincelette didn't miss a trick. He had something for everybody. Actually he did miss one class. He should have offered a trophy for the most unlikely entrant, but that might have been a hard one to decide.

The first man went off at 7:01. He was in before the last man left at four minutes before noon. Most minutes had seven riders and a few had even more. There was every type of rider imaginable. A couple of kids about nine or so started on Yamaha Mini enduros and at least one finished. There were lots of pot-bellied papas on aging Ducatis and such herding their 16-year-olds around the course, most of who were usually on 400 Suzukis. Husband and wife teams rode everything imaginable including at least one team that was seen riding a Sportster! And at the other end of spectrum, there was one joker who showed on an Ossa with a flight control panel built on the handlebars. He had enough instruments and gadgets to navigate blind all the way to Czechoslovakia, and he might have wound up there too (about September) except that he did an endo and destroyed the whole works.

With such a gigantic conglomeration of people and machines there was enormous potential for a flaming catastrophe on the one hand and the distinct possibility of a colosally boring day on the other. Neither happened. With judgment that bordered on the supernatural, Ron Vincellette and his crew laid out what can only be described as a superb run considering, its stated objectives.

Starting right next to the Calico ghost town, the course went through a couple of tunnels and then up an old mining road that had been partially paved at one time. The pot-holed, rocky road snaked its way through cliffs and piles of colorful rock, going past a dozen mineshafts, those black holes going half a mile or more into the mountain. The schedule seemed slow, only 12 mph, but apparently it was just right for the majority of the riders.

One hour after the start came the first check. We had gone 12.6 miles and it was now time for the morning coffee break. Free coffee and donuts were served at a 15-minute layover! Most

Yup, they even finished two-up, and remarkably close to schedule.

Hard to say how he got into this.

Here's a mini-enduro-ite who actually finished.

win

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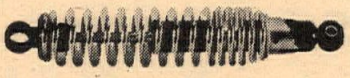

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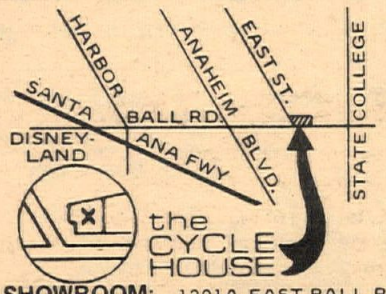

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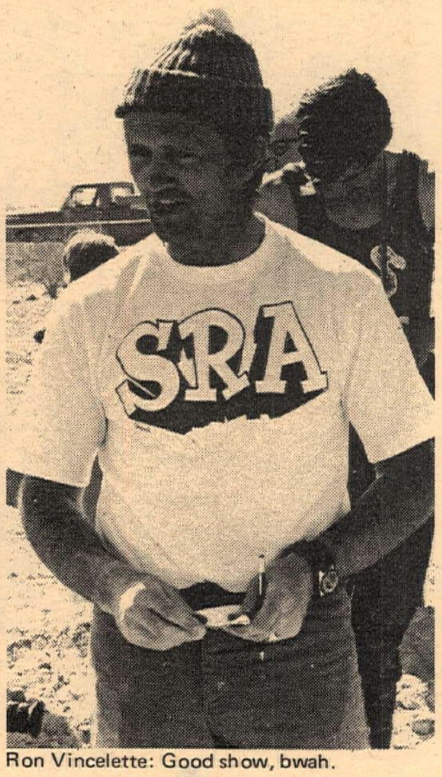
A BIT OF THE SUPERNATURAL

Here's the neat pin all the finishers got.



Ron Vincelette: Good show, bwah.

The whoop-de-doo tunnel stoked everyone.

enduros these days you don't even get a lunchbreak.

After that the run got a bit more serious, but not much. The average went up to 24 mph and the course headed out across the desert. First there was normal desert of the bouncy variety and then there was a huge dry lake (Coyote Dry Lake?) where riders were really enjoying themselves, cutting big slalom-like S-curves on a surface so flat it seemed unnatural.

About that time it seemed a check was long overdue, we spotted a collection of cars and vehicles in the distance. Gas Check. Only there wasn't any check, just gas and a half hour break. Most enduro clubs can get by with a pickup truck to take gas cans out to a remote fueling stop. Not this one. They had a regular gas truck, like the kind used to fill up service station tanks, to take care of the riders. No oil was available. If you were one of thoese odd-balls who didn't ride a Yamaha, you brought your own oil. A couple of people were seen carrying their own gas or mix. I'll bet a one-gallon Clorox bottle of gas strapped to the forks does neat thing to the handling. Ugh.

From there on it was about 30-odd miles to the finish through some nice country. Some super-duper sand washes and rocky dirt roads and such. We passed an interesting house constructed of odd-shaped piece of the red rock. I wanted to stop and admire but I didn't.

After the run I asked Ron Vincellette if there had been any trouble spots on the course. "Only on that bad downhill," he said.

"Uh, which one was that?" I asked. A frantic search of my memory banks didn't dislodge any recollection of any downhill of significance. Some guy I was trying to pass ran me off the course into the rocks on one necessitating some footing and hollering, but that had nothing to do with the hill. The only other one I could remember was kind of rocky and I decided to be cautious and went down in second gear.

"You know. That one on the first loop," Ron said. "We had four guys helping the riders get down and they really had a workout."

"Oh, that one!" I said. I was beginning to wonder if I had cut the course because I still didn't have the foggiest idea what he was talking about.

"Yeah. They'd wait until some girl got her step-through Honda sideways on the hill and herself on the downhill side and they'd go help her get down," Ron said. I agreed that that would indeed be a bad situation. There were over 300 girls entered, incidentally.

Everything connected with the enduro part of the thing was run in a relaxed fashion, befitting a run with a coffee break in the middle. When I got in, I was immediately handed a finisher pin but nobody seemed to want my timecard! I sat there for a couple minutes, thinking surely someone was marking times of arrival. A friend reluctantly parted with his beer can for precisely the time I needed to consume half of it. Then I parked my bike and went looking for someone who wanted my card. After two false tries, I found a lady with a stack of cards in her hand.

"Oh, when did you get in?" she asked.

"About five minutes ago," I said, beginning to worry that all my effort was in vain. She looked at her wristwatch, noted the time, subtracted five minutes and marked it down. I was dumbfounded. I didn't know whether that made me late or early but, at that point, an argument seemed contrary to the spirit of the thing so I decided to ride with the lady's Timex.

If the checking was rather loose, the rest of the organization wasn't. The SRA did everything right. They had the San Bernardino Sheriff's Rescue Squad (helicopter and all) out to help make sure everything went smoothly. They secured passes to the ghost town (which they had to pay for, incidentally) for all contestants and families who wanted them and they had everyone off the course well before dark. Really quite a tremendous achievement. And Ron Vincellete didn't even look tired at the end. I'll bet he's going to be tired by the time he finishes scoring 2000 cards in umpteen classes, though. And then he's got to disperse 400 trophies! Whee.

Better get your entries in now if you want to ride on the first day next year.

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WHITE WASHES DISTRICT

By Ed Drechsler

ADELANTO, CAL., Feb. 20, 1972 – You're into the back sweeper now, shift into third. More throttle – careful not too much – that's it. Roll the power on still more. The back end is breaking loose, hope I can hold it. Lay it over a little farther, get it on a little harder. Watch that hole. No more throttle left for third, shift to fourth. Ah! Back on the straightaway. Tuck in and twist that throttle all the way open...

How does a racer feel when on a fast track? Maybe like the above random thoughts, maybe scared, maybe not, but over 200 riders had one thought in common today. They like the feeling it gives them. They like going fast, and by fast we are talking speeds in excess of 80 mph into the sweeper.

The Lightweight M.C. hosted a super fast smooth scrambles at 395 Cycle Park, home of District 37 scrambles racing for the past several weeks. Once again the rider turnout was spinkled generously with AMA Novice and Junior professional riders, enhancing the spectator appeal greatly.

Results of this race are listed as provisional because of the fact that six riders were disqualified and one rider was ejected from the park. Causes for this dramatic action varied, but several riders were caught trying to ride the same bike in two classes or ride lightweight bikes in a heavyweight class. To overcome a sudden popularity in rules violation, the Lightweight M.C. announced that next week, all violators will be reported to the District 37 Competition Commitee. Possible penalties include loss of 50% of accumulated points.

The T.T.M.C. reports that during last week's 250 Novice Main Event, all riders, save one, violated the red flag and the Red Cross flag and continued to race on a course obstructed by both an injured rider and an ambulance. The results of this caused all riders to be disqualfied and the one rider, Lewis, who did acknowledge the flags is to be declared winner.

250 Expert Steve Nichols (70x) manages to stay ahead of Scott Smith in this turn, but not for long.

Tod Willis on a 250 Buddah Bultaco played Hare and Hound with the boys while winning his heat race and the 250 Novice Main.

It was Skip Christy's first 125 Amateur race and he faired well, taking a second place behind Greg Mitchell. Greg rode hard to a commanding win. Seemed like Brian King had most of the fun duking it out with Skip and finishing third.

Scott Smith, Rob Morrison, Dennis Briggs, Charles Soderstrom and Rick Hutchins had no problems winning their respective races.

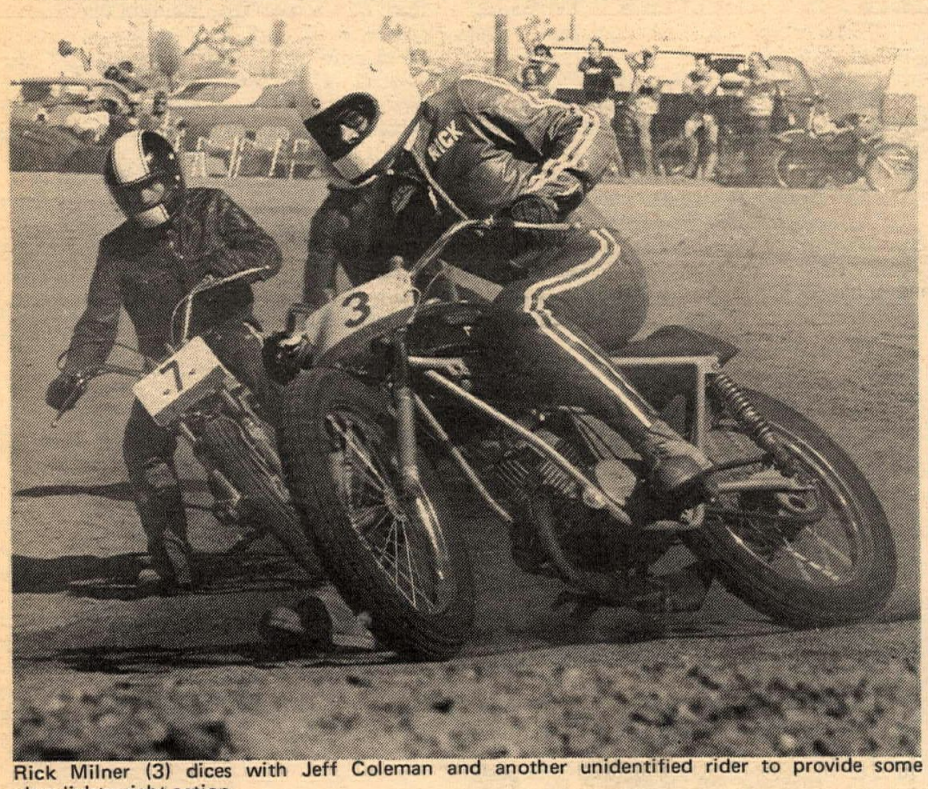
Bob Hosford seems to be having equipment problems. To beat a horsepower problem, he rides over his head. The more he rides over his head the more he does heart stopping numbers. I may be wrong, but to me it seems that his Yammies ain't a-goin' as fast as they uster.

Names we had riding the Open Expert class you wouldn't believe. How about Tom White, Steve Nichols, John Sprague, Fred Timbulax, Walt Foster, Mike Myers, Sandy Armstrong, Bob Greenstreet and Rick Marquis?

Tom White pretty much dominated the Open Experts with a first overall. Steve Nichols was right in there to edge out John Sprague. The second moto saw White slide out in the second lap. Nichols grabbed the lead and held it but White got back up and made his way through the pack for a second place.

The Lightweight M.C. wishes two important things noted. First: Next week Feb. 27 will be a *rough* scrambles using the big jump backwards. Second: most important, heavyweights will ride first.

(Results on page 32)

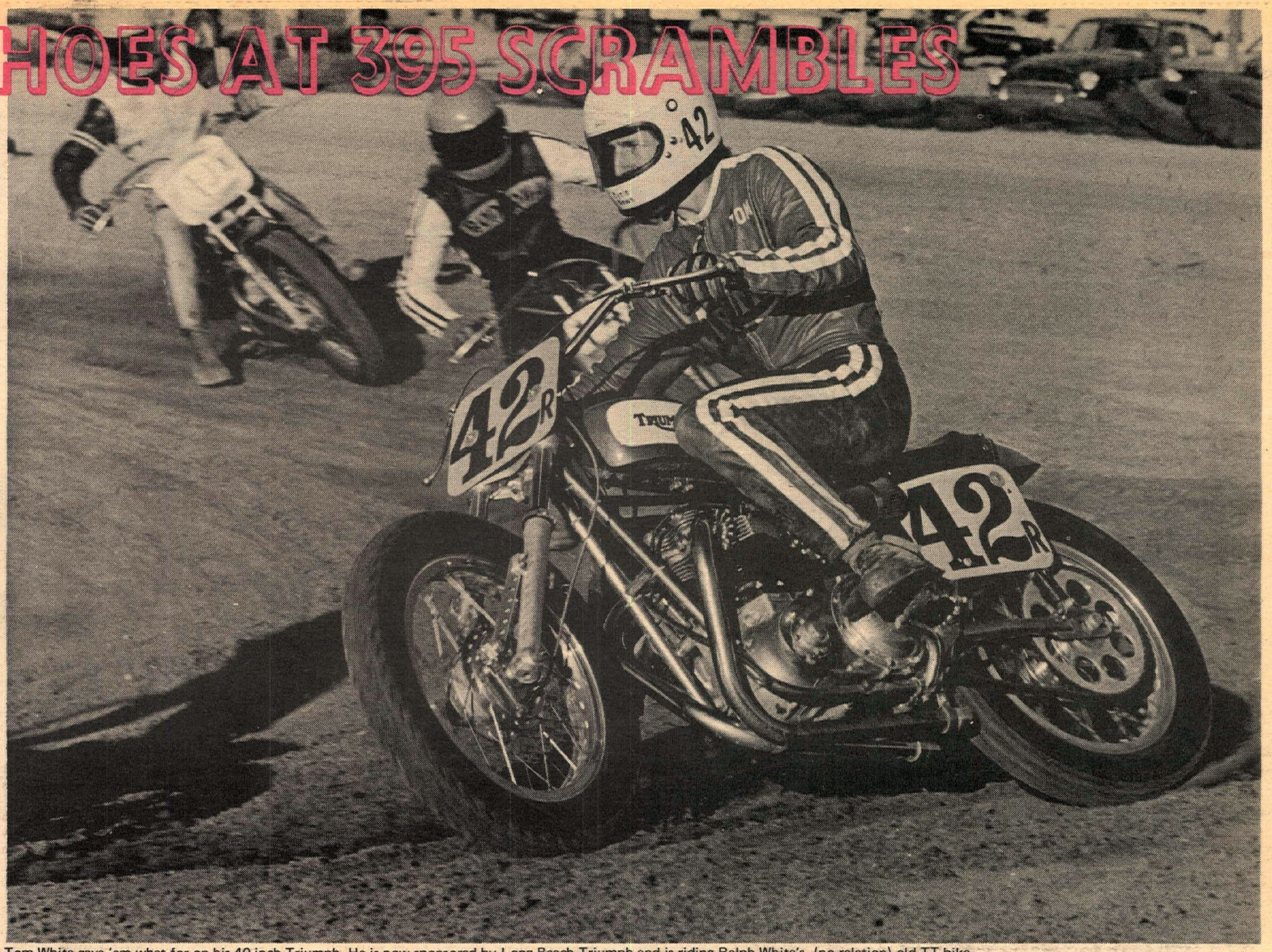


Rick Milner (3) dices with Jeff Coleman and another unidentified rider to provide some ultra-lightweight action.

You can tell it's Tom White by the grin.

Dannie Hockie had a lot of guys chasing him, but they couldn't catch him.

SHOES AT 395 SCRAMBLES



Tom White gave 'em what-for on his 40-inch Triumph. He is now sponsored by Long Beach Triumph and is riding Ralph White's (no relation) old TT bike.

Flagman Fred Parker appears to remark "Oh no! Not again!" as his 500 Novice father does another number.

Jeff Zwoster rode with a pie plate on his Bultaco, but that didn't stop him from winning the 500 Novice class.

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CMC MOTOCROSS
Saddleback Park
Irvine, Calif.
Feb.20, 1972
By Buzz Baty
100 JR
Dave Burgess Bul
John Uyreno Hod
Chris Yoder Ric
125 JR DIV I
Rich Ruckman Pen
Harry Coleman Puc
Rob Jax Bul
125 JR DIV II
B. Maxwell Bul
Victor Viscio Bul
John Salinsky Bul
125 INT
Frank Rowe Yam
Greg Balzer Bul
Kirk Freeman Bul
125 EXP
Jim Beauchamp H-D
Terry Clark H-D
Bruce McDougal Pen
250 JR DIV I
Toby Taki Mon
Dan Delehant Bul
Scott Parker Yam
250 JR DIV II
P. Santorelli Yam
Rick Jones Bul
Richard Mullin Mai
250 JR DIV III
Terry Trachy C-Z
Mike White Yam
H. Rhubottom Oss
250 INT
Tim Battenschlag Ric
MitchLeonard C-Z
Scott Sutter Mai
250 EXP
Tom Rapp Bul
Greg Smith Mai
Billy Urban C-Z
500 JR DIV I
William Petras C-Z
Brad Thompson Mai
Fred Mosier Mai
500 JR DIV II
Terry Trachy C-Z
Jim Bunn Yam
Bob Dunsire Hus
500 INT
Larry Griggs C-Z
Steve Brown Mai
Glenn Keyes Mai
500 EXP
Tim Hart Mai
Rich Thorwaldson Suz
Greg Smith Mai

TT & SHORT TRACK
Trojan Speedway
South Gate, Calif.
Feb. 17, 1972
By Art Loya
100 TT
Bob Sanders Kaw
Jerry Mulkey Hon
Allen Swett Hon
125 TT
Bob Sanders Kaw
Jerry Mulkey Hon
Vern Maxwell Bul
250 TT
Bob Sanders Kaw
Mike Clarke Bul
Dan Corbett Bul
250 FT TROPHY DASH
Bob Sanders Kaw
Mike Clarke Bul
Keeney Van Horn Mai
100 FT
Bob Sandres Kaw
Charles Summers Kaw
Dave Lujan Kaw
125 FT
Bob Sanders Kaw
Vern Maxwell Bul
Elbert Sanders Yam
250 FT
Bob Sanders Kaw
Dan Corbett Bul
Larry Shaw H-D
BUDDY RACE
Larry Shaw-Keeney Van Horn
Dan Corbett-Joe Brown

SCRAMBLES
All American M.C.
Fremont Raceway
Fremont, Calif.
Feb. 13, 1972
By Bill Spencer
100 NOV
Jeff George Hon
Earl Paz Hod
Detlef Mullgard Hod
125 NOV
Dan Faucett Bul
Wayne Morrell Pen
Jim McMahon Sac
125 JR
Mark Yarrow Yam
Kelvin Deemer Bul
125 EX
Gary Comphel Pen
Pete Francini Hon
200 NOV
Randy Harpel Bul
Jim Powell Bul
Bob Garlick Bul
250 NOV
Don Mikesell Suz
Don Mackintosh C-Z
Pete Scarlett Bul
250 JR
Rod Wartzok Mai
Dave Dotson Bul
Ron Valente Bul
250 EX
Dennis Spence Bul
Del Smith Ric
Allen Yarrow Oss
500 NOV A
CharlesStorm AJS
Dave Rasmussen Mai
Jack Simmons Yam
500 NOV B
Barry Charling C-Z
Dennis Souza Yam
Guy McKenize Yam
500 JR
Thorton Smith Hus
Carl Rodrick Mai
Gary Stevenson Hus
500 EX
Allan Yarrow Mai
Jim Foley Yam
Jim Saitone Mai
650 EX
Frank Sanchez Tri
Larry Lane Tri

ACA ROAD RACE
Willow Springs, Calif.
Feb. 13, 1972
SR. G.P. CLASSES
100cc
No. 60 —
Jim Evans Hod
Frank Scurria H-D
125cc
Richard Seifried Mai
Colin Jones Yam
Mike Slaughter Yam
175cc
Chief Galbraith Oss
Ken Russell Kaw
200cc
Greg Comstock Yam
Dick Pearce Gre
James McWorthy Bri
250cc
Ron Pierce Yam
Don Emde Yam
Jim Evans Yam
350cc
Don Emde Yam
Pat Evans Yam
Tom White Yam
500cc
Dick Kilgroe Kaw
OPEN
Bob Bailey Tri
George Kerker Hon
Bob Endicott Hon
JR. G.P. CLASSES
50cc
Lonny Singer Ita
100cc
David Hipp Suz
Chico Ruiz Kaw
Greg Anchondo Suz
125cc
Greg Park Yam
175cc
Harry Klemm Duc
200cc
Joe Sharp Yam
Tim Whalen Suz
350cc
David Racine Hon
Robert Clark Yam
Bruce Hammer Yam
500cc
Wes Cooley Kaw
Art Friedman Kaw
Steve Frame Kaw
OPEN
Dennis Pegelow Kaw
Gerhard Klemm Nor
Elliott Fried Tri
250cc
John Scharnagel Suz
Don Delathouwer H-D
Mike Dawson Yam
50cc PRODUCTION
Lonny Singer Ita
Paul Long Ita
100cc
Paul Wilde Yam
Dennis Ruminer Hon
Bruce Martin Yam
125cc
Robert Young Yam
John Chermak Suz
Greg Park Yam
175cc
Berhard Klemm Bri
Ken Russell Kaw
200cc
Al Mark Bul
Joe Sharp Yam
250cc
M. L. Koop Suz
Frank Neimeyer Bul
Dennis Jones Oss
350cc PRODUCTION
Richard Fuller Yam
Barry Roberts Yam
Mike Devlin Yam
OPEN PRODUCTION
George Kerker Hon
Bob Endicott Hon
Dick Kilgroe Kaw
500cc PRODUCTION
Ed Farr Kaw
Art Friedman Kaw
Steve Frame Kaw

EUROPEAN SCRAMBLES
Sagehoppers M.C.
Rancho La Costa, Calif.
Feb. 13, 1972
By Bob Grant
OPEN EX.
Curtis Smith CZ
Bill Silverthorn Hus
Bill Booth Mai
250 EX.
Ron Stacy Yam
Bruce Sheppard Yam
Bob Kellogg CZ
125 EX.
Jeff Foland Pen
Robert Knight DKW
Joe Richard Bul
POWDER PUFF
Pam Niles Yam
Dyan Ecker Yam
OPEN NOV.
Duane Andersen Suz
Don Prim Hus
Robert Blizzard Hus
125 NOV.
Mike Fisher Yam
Dale Vaugh Yam
Brandon Carl Yam
100 NOV.
Rem McCarty Yam
Bob Andersen Yam
Doug Klassen Hon
250 NOV.
Mike Stearn Suz
Harold Gilmore Oss
Steve Pollack Yam

INDOOR SHORT RACK
Cow Palace
San Francisco, Calif.
Feb. 18, 1972
By Bill Spencer
MINI-BIKES
Scott Alves Kaw
LADIES
Sandy Alves Ste
DASH N.T.
Gary Lozano Bul
CONSOL. 1:38:170
Steve Foster Bul
Dennis Brennan Bul
Ken Dalla Bul
MAIN 2:18:559
Ken Roberts Yam
Dave Hansen Suz
Joe Henry Bul
Jim Foley Yam
Pat Hennen Oss
Jim Crenshaw Bul
Jim Rodaer Bul
Keith Mashburn Yam
Joe Allen Bul
Jerry Tyler Bul
Bob Goodman Bul
Gary Lozano Bul

SCRAMBLES
No. Kern M.C.
Delano, Calif.
Feb. 6, 1972
By Sportphoto
50cc NOV/JR
Gar Salmon Suz
Don Ritchey Suz
Scott Randall Suz
100cc NOV
Kim Shropshire Suz
Tony Bradley Suz
Jack Delliplaine Hod
100cc JR
Mike Delliplaine Hod
Bob Boswell Kaw
Wayne Howard Yam
100cc EX
Jack Jones Suz
Bill Johnson Suz
Dane Evans Kaw
125 NOV
Richard Horton Yam
Dan Dias Mon
Edie Mascorro Yam
125 JR
Jack Martin Yam
Steve Craft Bul
Craig Alexander Yam
125 EX
Curt Lange Yam
Bruce Baesemann Bul
David Mathews Yam
200 NOV
Tim Davis Bul
Matt Davis Bul
Roy Pergeson Bul
200 JR
Stan Champlin Bul
Brian Rains Bul
David Pittman Bul
250 NOV
Don Warren Bul
Cecil Crowder Oss
James King Bul
250 JR
Wayne Howard Mon
Doug Storeby Bul
Shawn Leipold Oss
250 EX
Jack Jones Suz
Ron Tobey Bul
Jim Keener Bul
500 NOV
Bob Garcia Suz
David Smuts Suz
William Buckner Kaw
500 JR/EX
Mike Keener Yam
Harvey Bakker Mai
Jack Martin Yam
OPEN JUN
Walter Price Tri
Mike Caylor Hon
Jeff Frank Tri
OPEN EX
Mike Middleton Tri
Rick Newby Tri
Bud Wall Tri

A.C.A. MOTOCROSS
Carlsbad Raceway
Feb. 20, 1972
100 JR.
Jim Felton Yam
Ric Roberts Hod
John Adams Hod
125 JR.
Ron Schwab Pen
Russ Wood DKW
Ken Francis Yam
125 INT.
Mike Felton Pen
Scott Miller Yam
Jack Hazard Bul
125 SR.
Murry Hoffman DKW
Larry Watkins DKW
Toni Duni Pen
250 JR.
Greg Lee CZ
Tom Claire CZ
Martin Didgerty CZ
250 INT.
Richard Grafton CZ
Ron Blanton Bul
Don Staman Bul
250 SR.
Mike Runyard Mon
Greg Robertson CZ
Steve Nutter Bul
500 JR.
Tim Daily CZ
Don Prim Hus
Milton Miller CZ
500 INT.
Bill Shonnard CZ
Dick Martin CZ
Ken Markey CZ
500 SR.
Bill Silverthorn Hus
Jim Wilson CZ
Mike Stephenson CZ

USMRC MOTOCROSS
El Toro Speedway
El Toro, Calif.
Feb. 18, 1972
By Lowell Stolze
SCHOOLBOY
Brad Roberts Hon
Mark Shader Hon
Jeff Ward Yam
100 JUNIOR
John Clark Yam
Mark Balzer Hod
Ken Piercy Hon
125 JR. DIV. I
Paul Nyland Pen
Don Harchar Yam
Norm Bigelow Bul
125 JR. DIV. II
Don Smith Yam
Dave Wilson DKW
George Smith Suz
250 JR.
Richard Duncan Mai
Marv Braun AJS
Rob Erwin Yam
500 JR.
Brad Salata Hus
Dave Vick Hus
Mike Waite Suz
125 INT/EX.
Chuck Bower Pen
Bruce McDougal Pen
Reuben Benites Pen
250 INT/EX.
Morris Malone AJS
Jon Derhammer CZ
Scott Hendrickson Bul
500 INT/EX.
Mike Cram Mai
Morris Malone AJS
Bruce Torbett Hus

MOTOCROSS
Corona Raceway
Corona, Calif.
Feb. 19, 1972
By Buzz Baty
MINI-CYCLE
Harry Ware Yam
Jeff Robinson Yam
Mark Burchfield Hon
100 BEGIN
John Radcliffe Suz
Al King Yam
Ron Bragdon Yam
100 JR
Tom Bragdon Yam
Brian Myerscough Hod
Neal Wyckoff Yam
125 BEGIN DIV I
Craig Grotness DKW
J.W. Bruns Yam
Bob Hines C-Z
125 BEGIN DIV II
Richard Ball Bul
Craig Phillipi Yam
Jeff Chesrown Mon
125 JR
Rick Valentine Yam
Bob Maywell Bul
John Myerscough Bul
125 SR
Larry Watkins DKW
Troy Breker Yam
Bob Brown Ric
250 BEG DIV I
Frank Smith Yam
H. Bayliss Bul
Gary Doleshal Yam
250 BEG DIV II
Pat Killilea Yam
Rich Daummund Kaw
Gene Miller Oss
250 JR
Bob Lukezich Hus
Bill Henderson Yam
Mike Yorba Bul
250 SR
Mitchell Leonard C-Z
Ray Topham C-Z
500 BEGIN
Mike Wilson Hus
Dave Bradley Hus
Dean Mackelpeary ---
500 JR
John Parker Hus
Rick Blue Hus
Rob Hill Mai
500 SR
Bryan Beeker Hus
Brian Harber Hus
Dave Boydstun Hus

MOTOCROSS
Deadman's Point
Apple Valley, Calif.
Feb. 6, 1972
By Dave Brown
POWDER PUFF
S. Staten Oss
L. Bowser Yam
D. Frost Yam
MINI BIKES 60cc
D. Frost Yam
K. Harlow Yam
J. Robinson Yam
MINI BIKES 70cc
L. Peterson Yam
D. Kirk Hon
M. Allread Hon
OLD TIMERS
R. Dickens CZ
A. Bonnetin Hus
D. Lowen Bul
100 JR. DIV. I
B. Gifford Hon
M. Spichtig * Hon
C. Read * Hod
100 JR. DIV. II
B. Myerscough Hod
R. Fudge Yam
R. Robbs Hod
100 JR. DIV. III
R. Crawford Hod
P. Gagnon Suz
C. Miller Suz
100 INTER.
S. Aageson Ric
M. Malocco * Yam
N. Wyckoff * Yam
100 SR.
R. Boten Suz
125 INTER.
T. Walters Suz
D. Causey Yam
J. Rich Suz
125 SR.
T. Breker Yam
G. Ferris Yam
125 JR. DIV. I
G. Crosby Puc
T. Spichtig Yam
K. Coverstone Bul
125 JR. DIV. II
M. Hogsn Yam
B. Twinting Bul
B. Nackos DKW
125 JR. DIV. III
J. Myerscough Bul
J. Zupan CZ
M. Biddlingmeier Pen
125 JR. DIV. IV
S. Subith Yam
B. Frye Yam
D. Hopkins CZ
250 INTER.
M. Faulkner CZ
M. Keena CZ
J. Kraus CZ
250 SR.
R. Staten CZ
G. Robertson CZ
B. Rhoads Hus
250 JR. DIV. I
R. Clark CZ
C. Hendricks CZ
C. DeBoer Yam
250 JR. DIV. II
D. Wilfong CZ
V. Tamietti Yam
G. Benge CZ
250 JR. DIV. III
R. Burns Oss
D. Bakkedahl CZ
R. Frederiksen CZ
250 DIV. IV JR.
T. Holm Oss
L. Baird Hus
M. Chastain Mai
500 INTER.
S. Bebeck Mai
Fat Al CZ
J. Harwood Hus
500 SR.
B. Breker Hus
B. Booth Mai
D. Williams Hus
500 JR. DIV. I
N. Pavone CZ
P. Boudreau Suz
D. Zimm Suz
500 JR. DIV. II
K. Long Hus
P. Pooley Hus
J. Billings Hus

MOTOCROSS
Carnegie Cycle Park
Livermore, Calif.
Feb. 13, 1972
125 NOV DIV I
Mike Urban
Rich McCormick
Hugh O'Neil
125 NOV DIV II
Rich See
Leroy Cerke
Pete Gio
125 JR
Henry Halback DKW
Gary Geo DKW
125 EX
Carl Cranke Pen
250 NOV DIV I
John Neuenburg
Dan Lane
Rich Larture
250 NOV DIV II
Rick Davis
Marty Begell
Rich Powell
250 NOV DIV III
Cliff Coates
Tom Kuklo
Randy Maillock
250 JR
Don Sanders
John Corey
Ed Willens
250 EX
Carl Cranke C-Z
Chris Carter Yam
Chris Willwns C-Z
OPEN NOV DIV I
Fred Moorey Jr.
Thomas Sheenan
Harry Reiners
OPEN NOV DIV II
Greg Tuler Mai
Scott Austin Mai
Mark Herrandes Hus
OPEN JR
Rich Lopez
Don Sanders
OPEN EX
Alex Jorgensen BSA
Don Malley

CMC MOTOCROSS
Lions Drag Strip
Wilmington, Calif.
Feb. 18. 1972
By Buzz Baty
100 JR
Chuck Herbert Ric
Jim Clancy Hod
Greg Kishiyama ---
125 JR
Harry Coleman Puc
Norm McElroy Pen
Val Tamietti Yam
125 INT
Dave Kolbe R-M
George Collins Yam
Scott Doornbos Yam
125 EX
Dave Rodgers Bul
Ken Zahrt Bul
Ray Lopez Bul
250 JR
Jerry Trojnar C-Z
Bill Lankford Yam
Mike Richey C-Z
250 INT
Jeff Wecker C-Z
Roy Fagan Mai
Larry McCarty Bul
250 EXP
Tim Hart Mai
Dave Pessy Oss
Tom Rapp Bul
500 JR
Bob Morgan Hus
Chris Alberts Hus
Darrell Primrose Yam
500 INT
Steve Brown Mai
Eric Olesen Hus
Larry Griggs C-Z
500 EX
John DeSoto Suz
Rich Thorwaldson Suz
Tim Hart Mai

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Long Beach, Calif. 90801.

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AJS Potential or regular winners had better write to the Distributor...

RESULTS

WINTER SCRAMBLES
Woodland, Wash.
Feb. 13, 1972
By N.A. Williams

100cc TROPHY DASH	
Don Dodge	Kaw
A MAIN	
Don Dodge	Kaw
Butch Waymire	Ric
Chuck Anderson	Kaw
B MAIN	
Jim Spears	Hod
Walt Drake	H-D
Donnie Denney	Yam
C MAIN	
Robbie Gore	Yam
Guy Williams	Kaw
Rob Pulver	Kaw
200 TROPHY DASH	
Chuck Anderson	Bul
A MAIN	
Don Dodge	Kaw
Chuck Anderson	Bul
Dean Sykes	Bul
200 B MAIN	
Jack Mills	Kaw
Ted Webber	Hon
Butch Waymire	Ric
C MAIN	
Bob Eason	Kaw
Mike McMain	Bul
CONS	
Gary Fisher	Kaw
250 TROPHY DASH	
Gary Kapus	Yam
A MAIN	
Bill Ehrens	Kaw
Gary Kapus	Yam
Bob Wiggins	Kaw
B MAIN	
Gerry Gilles	Kaw
Robbie Ohge	Kaw
Roger Davis	Mon
C MAIN	
Brain Mosley (forfiet)	Yam
Fearon Smith	C-Z
250 CONS	
Frank Williamson	Mai
360 TROPHY DASH	
Garty Kapus	Yam
A MAIN	
Bill Ehrens	Kaw
Gary Kapus	Yam
Bob Wiggins	Kaw
B MAIN	
Brian Mosely (forfeit)	Yam
Alan Mundt	Kaw
Guy Williams	Yam
C MAIN	
Vernon Gabbert	Yam
Ray Crawford	Mai
CONS	
Greg Hanson	Yam
OPEN CLASS TROPHY DASH	
Kent Fackrell	C-Z
A MAIN	
Robert Davis	Mai
Kent Fackrell	C-Z
Bofart Hart	C-Z
B MAIN	
Steve Dodds	Hon
Frank Medford	Suz

MOTOCROSS
Baymare Race Track
Moorpark, Calif.
Feb. 20,1972
By Art Cox

100cc DIV A	
Randy Meacham	Yam
Don Dunn	Hon
Kevin Love	Hod
100cc DIV B	
Steve Pinneri	Hod
Jim Davis	Yam
Wayne Edwards	H-D
125cc DIV A	
Ken Post	Yam
Brian Luziak	Bul
Jeff Tibbets	---
125 DIV B	
Joe Root	Bul
Larry Robertson	Bul
Paul Jansen	Bul
250cc DIV A	
Steve English	Yam
Mike McKnight	Mai
Greg Andrews	Yam
250cc DIV B	
Allan Bart	C-Z
Jim Burnett	Bul
Wes Goebel	Kaw
OPEN DIV A	
Jim Cotton	Mai
Scott Dapron	AJS
Dale Calhoon	Hus
OPEN DIV B	
Wayne Brown	C-Z
Don Hicks	Suz
Mike Pace	C-Z

MOTOCROSS
Grand Ronde, Ore.
Feb. 6, 1972

100		250 JR.	
Don Armstrong	Ric	Mike Odell	
Richard Marx	Suz	Gerald Strand	
L. R. Hampton	Yam	William Gate	
125 JR.		250 SR.	
Dan Wilgus	Suz	Mark Estaberg	Bul
Gary Lebold	Yam	Hal Rosbach	—
Les Womack	Yam	Gary Seeley	CZ
125 SR.		OPEN JR.	
Ken Buirley	Pen	Frank Brancette Jr.	Yam
Gary Wolske	Suz	Gary Bonds	AJS
Johnny Roner	Yam	William Newman	AJS
175		Open SR.	
Chuck Mattieu	—	Jay Terry	Mai
Harold Crass	Kaw	Ron Long	CZ
Steve Eason	Kaw	Johnny Welch	

DIST. 37 MOTOCROSS
FINAL POINT STANDINGS

1972	Name	Pts.	Class
1.	Tony Rogers	780	Ex
2.	John Rice	675	Ex
3.	Larry Bird	535	Ex
4.	Ted Nowak	480	Ex
5.	Mike Chamberlain	445	Ex
6.	Tom Zahnter	435	Ex
7.	Larry Watkins	413	Ex
8.	Nate Sciacqua	363	Jr
9.	Linus R. Beall	356	Ex
10.	D. Bevans	340	Jr
11.	G. Bevans	336	Ex
12.	Joyce L. Soyka	325	Jr
13.	D. Brown	322	Jr
14.	Mickey Alzola	290	Jr
15.	Ken Zahrt	290	Jr
16.	Janene Pennington	285	Nov

TT SCRAMBLES
Lightweights M.C.
395 Cycle Park
Adelanto, Calif.
Feb. 20, 1972
Provisional Results
By Ed Drechsler

50cc COMB.	
D. Nicol	Suz
J. Monohan	Suz
D. Edge	Suz
100 NOV.	
D. Briggs	Kaw
T. Stanart	Kaw
K. Paxton	Kaw
100 AM/EX.	
R. Morrison	Kaw
R. Sanders	Kaw
V. Hensley	Kaw
125 NOV.	
L. Black	Yam
J. Smith Jr.	Bul
D. Perrault	Yam
125 AM.	
G. Mitchell	Yam
S. Christy	Yam
B. King	Yam
125 EX.	
S. Smith	Yam
M. Goslee	Kaw
E. Roloff	Yam
175 NOV.	
D. Aguirre	Kaw
B. Lynch Jr.	Bul
B. Cerurria	Bul
175 AM/EX.	
C. Soderstrom	Bul
F. Baldozier	Bul
L. Thompson	Yam
250 NOV.	
T. Willis	Bul
O. Van Hee	Oss
G. Bettencourt	Bul
250 AM.	
R. Hutchins	Bul
R. Kouns	Bul
T. Stanford	Bul
250 EX.	
D. Hockie	Oss
S. Smith	Bul
M. Myers	Yam
350 NOV/AM.	
R. Hutchins	H-D
D. New	Bul
T. Howe	H-D
500 NOV.	
J. Zwoster	Bul
C. Callender	Suz
S. Lowell	Mon
500 EX.	
S. Smith	Yam
J. Sexton	Mai
K. Redding	Mai
OPEN NOV/AM.	
N. Winston	Tri
J. Hunter	Nor
J. Wilhoit	Tri
OPEN EX.	
T. White	Tri
S. Nichols	Tri
J. Sprague	Tri

INDOOR AM. SHORT TRACK
Santa Rosa, Calif.
Feb. 13, 1972
By James Brammer

100 NOV. FINAL	
Kevin Sinclair	Hod
Martin Harley	Kaw
Mark Hendrickson	Yam
125 NOV. FINAL	
Rusty Maggio	Yam
Don Haddleley	Bul
Ron Baxman	Bul
100-125 JR. FINAL	
Marvin Augustine	Bul
Richard Alquist	Yam
Karl Cleeton	Hon
125 EX. FINAL	
Jim Coats	Yam
Debbie Jackline	Kaw
175 NOV. FINAL	
Eric Johnson	Bul
John Evans	Hon
175 JR. FINAL	
Rick Huggard	Kaw
Don McIver	Bul
Joe (384W)	Bul
200 NOV. FINAL	
Charlie Brown	Bul
Tom Castagnola	Bul
Ken Robinson	Bul
250 NOV. FINAL	
Doug Hurley	Oss
Larry Silva	Bul
Al King	Bul
250 JR. FINAL	
Manuel Datan	Yam
Eddie Nunes	Bul
Ron Kole	Bul
250 EX. FINAL	
Rocky Malyan	Bul
Larry Drew	Oss
Randy Miller	Bul

SDTR TRIALS
Barona, Calif.
Feb. 13, 1972
By Craig Hunter

MASTER		
R. Bledsoe	11	Bul
R. Nickelsen	29	Oss
M. Eggar	37	Oss
EXPERT		
M. Whaley	34	Mon
J. Bourdeau	37	Bul
J. Redenbaugh	44	Bul
AMATEUR		
J. Laudeman	9	Bul
L. Schmidtke	18	Bul
R. Dodson	20	Bul
125's		
B. Perry	21	Bul
J. Adcox	23	Sar
B. Schrieber	24	Bul
NOVICE		
S. Howarth	21	Bul
J. Bolden	32	Mon
B. Bolden	40	Mon
KIDS		
D. Walters	2	Hod
S. Steward	7	Bul
D. Harris	12	Yam

17.	Scott Hendrickson	275	Jr
18.	Alfred Guzman	273	Jr
19.	L. Shoemaker	260	Ex
20.	J. Veillon	260	Ex
21.	John Steeber	257	Jr
22.	Steve Copelin	245	Jr
23.	Alan Wurtzel	241	Ex
24.	Bob Maynard	240	Ex
25.	Terry Bilton	240	Ex
26.	Dan Hudson	232	Ex
27.	Mark Hovater	231	Jr
28.	Jim Dawson	230	Ex
29.	Jim Harnisch	228	Ex
30.	J. Townsend	227	Jr
31.	Cherry Stockton	224	Nov
32.	Hayward Mendenhall	223	Ex
33.	Steve Armstrong	218	Ex
34.	Allen Cooke	213	Nov
35.	Jesse Goldberg	211	Ex
36.	David Smead	210	Ex
37.	Craig Humber	209	Jr
38.	Daniel B. Armstrong	198	Ex
39.	Joe Erwin	196	Jr
40.	Mary Harnisch	195	Jr
41.	R. Buchan	194	Jr
42.	William Baxter	192	Nov
43.	Steven Bebeck	190	Jr
44.	Bill Nowak	185	Ex
45.	Jim Wilson	180	Ex
46.	Jeff Robertson	170	Jr
47.	Bob Brooks	170	Jr
48.	Donald Ryan	169	Nov
49.	Gary Knieper	168	Jr
50.	Randy Berkeley	161	Jr
51.	R. Salmon	160	Nov
52.	Bill Payne	155	Ex
53.	Dave Kribell	155	Jr
54.	S. Pinneri	153	Nov
55.	Eherman Andrews	152	Jr
56.	Jon Miller	150	Jr
57.	Charleen Higgins	150	Nov
58.	B. Kelly	148	Nov
59.	Bill Postel	143	Nov
60.	Dick Camp	141	Ex
61.	Jim O'Neal	140	Ex
62.	Joe Sanderson	140	Jr
63.	Steve Rauch	140	Jr
64.	David Garber	136	Ex
65.	Dean York	130	Jr
66.	Elliott Brainard	129	Nov
67.	S. Kohler	126	Nov
68.	P. Sarensen	125	Nov
69.	T. Pinneri	125	Nov
70.	Dennis W. Jones	120	Nov
71.	S. Elsbree	120	Nov
72.	Wayne Garrett	120	Jr
73.	Tom Larson	119	Jr
74.	Mark Cook	115	Jr
75.	Bob Archer	110	Jr
76.	Joe A. Cardilino, Jr.	110	Nov
77.	J. Granatelli	108	Nov
78.	L. Liston	105	Nov
79.	D. Wade	104	Jr
80.	M. Bilton	104	Nov
81.	David Terrell	101	Jr
82.	Rick Reinig	101	Nov
83.	Jim Fishback	101	Ex
84.	Rick Norris	100	Jr
85.	Ronald C. Petersen	100	Nov
86.	Carl Cotton	100	Ex
87.	Al Egizi, Jr.	92	Ex
88.	George Luther	92	Nov
89.	George W. Spellman	91	Nov
90.	Steve Bell	90	Jr
91.	Bruce H. Anderson	90	Jr
92.	W. Gobel	90	Nov
93.	Tom Cook	90	Jr
94.	Bob Fisk	90	Nov
95.	J. Gappa	89	Nov
96.	Paul Carden	87	Jr
97.	M. Smith	87	Nov
98.	J. Betts	86	Jr
99.	Joan Wilson	85	Nov
100.	Larry Burgess	85	Nov
101.	Bob Fisher	85	Nov
102.	R. A. Estralla	84	Nov
103.	Lee R. Conklin	82	Jr
104.	Jeff Graham	81	Nov
105.	Eddie Cole	80	Ex
106.	Richard Hall	80	Jr
107.	J. Root	79	Nov
108.	Jim Chandler	79	Nov
109.	Butch Linden	79	Nov
110.	Claudia Dunning	78	Nov
111.	Mitchell Leonard	76	Jr
112.	Joe Scarber	75	Jr
113.	Jay Ferris	75	Jr
114.	Fred Hice	75	Nov
115.	G. Scott	75	Nov
116.	Larry Hentschll	75	Nov
117.	Michael S. Waste	73	Jr
118.	Pam Bales	72	Nov
119.	Paul Hendricks	72	Nov
120.	Jim Hale	70	Nov
121.	Jay Keating	70	Nov
122.	D. Frampton	70	Nov
123.	Carl Schutte	70	Nov
124.	Jeffery Vidic	70	Nov
125.	Gary Kill	70	Nov
126.	Burnie R. Presho	70	Nov
127.	Russ Mortensen	70	Nov
128.	Bob Hunter	69	Jr
129.	Dave Barnett	69	Nov
130.	Will Harper	69	Nov
131.	K. Porter	68	Nov
132.	B. Poore	68	Nov
133.	Ron Haase	68	Nov
134.	J. Wecker	66	Jr
135.	D. Spaethe	66	Jr
136.	Joel Parker	65	Jr
137.	Paul Schneider	65	Jr
138.	S. Lambert	65	Jr
139.	Bruce McLeod	61	Nov
140.	Chuck Wagner	61	Nov
141.	Doug Grant	60	Ex
142.	Jim Flanagan	60	Nov
143.	Michael Van Deusen	58	Nov
144.	Donnie Howard	58	Nov
145.	Jeanne M. Allen	58	Nov
146.	Robert Forter	57	Nov
147.	Frank Spangler	57	Jr
148.	Danny Sanchez	57	Jr
149.	Clifford White	55	Jr
150.	Mike Plunkett	55	Jr
151.	Jerry Howard	55	Nov
152.	Ron Rondell, Jr.	55	Nov
153.	M. Beanway	55	Nov
154.	Paul J. Napoleone	55	Nov
155.	Don Kadlec	54	Nov
156.	M. Carlson	52	Nov
157.	Nancy Payne	52	Nov
158.	Jim Tucker	51	Nov
159.	Jim McClurg	51	Jr
160.	Rex Staten	51	Nov
161.	Ken Paul James	51	Nov
162.	R. Burak	51	Jr
163.	Keith Tennis	51	Jr
164.	Jeff Harriott	50	Jr
165.	S. Marin	50	Nov
166.	Rick Jones	50	Nov
167.	Jeff C. Cassidy	50	Nov
168.	Mike Garrett	49	Jr
169.	L. Bilton	49	Nov
170.	Mark Thomas	49	Nov
171.	David Donnelly	48	Nov
172.	Wendell Shirk	47	Nov
173.	Galen J. Sandwisch	47	Nov
174.	Claude Harris, Jr.	46	Nov
175.	Michael Beatty	45	Jr
176.	Jim Connolly	45	Ex
177.	Sam Burg	44	Jr
178.	L. Robertson	42	Nov
179.	Nick McLeod	42	Nov
180.	Rick Hobbs	41	Jr
181.	S. Schmit	41	Nov
182.	Robin Clark	41	Nov
183.	Gary A. Peterson	41	Nov
184.	J. Pavich	40	Jr
185.	Mike Renno	40	Jr
186.	D. Campbell	40	Nov
187.	Terry L. Rauh	40	Nov
188.	Ken Bowser	40	Jr
189.	R. Scott	39	Nov
190.	Steve Watmore	39	Nov
191.	K. Myers	39	Nov
192.	Ron Lambert	39	Jr
193.	Brad Blair	39	Nov
194.	James S. Gasswint	38	Nov
195.	F. Christian	38	Nov
196.	H. Jacobs	37	Nov
197.	Pati Copelin	37	Nov
198.	T. Nelson	36	Nov
199.	Gary Whitehead	36	Jr
200.	John Potter	36	Nov
201.	Steve J. Casagrande	35	Nov
202.	Mike Horstman	34	Nov
203.	Nick Voge	34	Nov
204.	R. Kaeding	34	Nov
205.	Richard A. Blue	34	Nov
206.	Tracy Craun	33	Nov
207.	Don Knott	33	Nov
208.	Clyde Ross	32	Nov
209.	Mike Kieber	32	Nov
210.	Robert Hershey	30	Ex
211.	Steve Hoeller	30	Nov
212.	P. McDaniel	30	Nov
213.	Ross Maeda	30	Nov
214.	Jim Wallace	30	Nov
215.	Billy Meacham	30	Nov
216.	Charles Slayton	29	Nov
217.	Chuck Daly	28	Jr
218.	Frank Mathews	28	Nov
219.	Rick Kehoe	28	Nov
220.	Walter Hastings	28	Nov
221.	Bill Spann	27	Jr
222.	Keevan G. Acevedo	27	Nov
223.	Rick Durand	27	Nov
224.	Chris Brooke	26	Jr
225.	Thomas R. Stockton	26	Nov
226.	Gilles Vaillancourt	26	Nov
227.	Jim MacDonald	25	Jr
228.	A. D. Lunsford	25	Nov
229.	Milt Hayes	25	Jr
230.	Barbara Gregory	25	Nov
231.	Cal Parsons	25	Nov
232.	Tim Sarian	24	Nov
233.	R. Sanderson	24	Nov
234.	Joyce Schreiber	24	Nov
235.	William H. Inman, Jr.	23	Nov
236.	Bob Hill	23	Nov
237.	Robert McDade	23	Nov
238.	T. Martin	23	Nov
239.	Chris Dawson	23	Nov
240.	G. Hymes	23	Nov
241.	G. Egloff	22	Jr
242.	R. Dally	22	Nov
243.	David E. Brown	22	Nov
244.	Michael Keena	22	Nov
245.	Scott Pelkey	21	Nov
246.	Brett Chapman	21	Nov
247.	Paul Janson	21	Nov
248.	J. Cardilino	21	Nov
249.	Greg Wickam	21	Nov
250.	Dale Piper	21	Nov
251.	Pat Green	21	Nov
252.	David Hernandez	21	Jr
253.	Ray Moody	21	Nov
254.	John Hrynkiewiez	21	Nov
255.	David Kolbe	21	Nov
256.	Harley Pace	20	Nov
257.	Mike Chval	20	Nov
258.	Robert Bernier	20	Nov
259.	David M. Haugh	20	Nov
260.	Dan Stone	19	Nov
261.	David Camp	19	Nov
262.	Patricia Closson	19	Nov
263.	Donald L. Williamson	19	Nov
264.	Mike Morrison	19	Nov
265.	Greg Blazek	19	Nov
266.	Lorenzo "O" Garley	18	Nov
267.	Dale Walter	18	Nov
268.	Wayne Smith	18	Nov
269.	John Carmona	18	Nov
270.	Ken Makos	18	Nov
271.	B. Garrett	18	Nov
272.	John E. Burr, Jr.	18	Nov
273.	Bob Alderman	17	Nov
274.	S. Gravensen	17	Nov
275.	Carl Wilson	17	Nov
276.	Bob Milewsky	17	Nov
277.	Nils Hendrix	17	Nov
278.	Dick Young	16	Jr
279.	Leonard Fraser	16	Nov
280.	Fred Herbert	16	Jr
281.	John Betts	16	Nov
282.	Steve Justin	16	Nov
283.	Wayne Rutledge	16	Nov
284.	Robert Duncan	16	Nov
285.	Kenneth Janson	16	Nov
286.	John Egizi	15	Nov
287.	Ellis Harlins	15	Nov
288.	C. Mott	15	Nov
289.	Roger Spahr	15	Nov
290.	G. Dranow	15	Nov
291.	Bryan McLeod	15	Nov
292.	Ray Byers	15	Nov
293.	Dale Teubner	15	Nov
294.	A. Shirey	15	Nov
295.	Frank Kelly	15	Nov
296.	Jim L. Ringo	15	Nov
297.	Mike Manning	15	Nov
298.	Tom Claire	15	Nov
299.	Dean Forman	15	Nov
300.	Jeff Dodd	15	Nov
301.	R. Admire	15	Nov
302.	Mark Granger	15	Nov
303.	Tom Harne	15	Nov
304.	Henry Fuller	15	Nov
305.	R. Duncan	15	Nov
306.	David Yaryan	14	Nov
307.	R. Acevedo	14	Nov
308.	Jim Watson	14	Nov
309.	Bill Van Deusen	14	Nov
310.	Donn Sarian	14	Nov
311.	Steven Bibb	14	Nov
312.	Howard Gipson	14	Nov
313.	Terry L. Wood	14	Nov
314.	John Ankeney	14	Nov
315.	Charles Coutts	14	Nov
316.	Dick Stewart	13	Nov
317.	E. A. Scott	13	Nov
318.	Rocky Huish	13	Nov
319.	Robin G. Cerasuolo	13	Nov
320.	Joe Kehoe, Jr.	13	Nov
321.	Kevin Hanley	13	Nov
322.	Connie Gail Riggs	13	Nov
323.	Tim Marquez	12	Nov
324.	G. McDonald	12	Nov
325.	Gary Prescott Brown	12	Nov
326.	Kevin Tucker	12	Nov
327.	C. Carlson	12	Nov
328.	Ron Music	12	Nov
329.	Wayland Mendenhall	12	Nov
330.	Richard Bryant	11	Nov
331.	T. Gifford	11	Nov
332.	Bobby Bass	11	Nov
333.	S. Fonteneau	11	Nov
334.	Bob Floyd	11	Nov
335.	Robert Smith	11	Nov
336.	Fred Coppi	11	Nov
337.	Mark Cain	11	Nov
338.	Richard Brooke	11	Nov
339.	Jimmy Crook	10	Nov
340.	David Lopera	10	Jr.
341.	Robert Shugrue	10	Nov
342.	Bob Gilbert	10	Nov
343.	Mike C. Green	10	Nov
344.	Steve Dickson	10	Nov
345.	Gerald Milota	10	Nov
346.	Randy S. Williams	10	Nov
347.	R. Fosmo	10	Nov
348.	Mike Peddicord	10	Nov
349.	Zach Lindborg	10	Nov
350.	Brian King	10	Nov

(Please turn to page 36)

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2½ miles East from Hwy. 71-74
Winter hours 8 am to dusk
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$1 per Bike $1 per person
Silencers or mufflers, helmets & boots
Required at all times

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– Buzz Baty, Cycle News

CORONA RACEWAY presents
MOTOCROSS
EVERY SATURDAY

* 1.3 MILES OF PURE PLEASURE
* ALL CLASSES
* SENIORS – $10 ENTRY 100% PAYBACK
* 30% BRASS

* SILENCERS AND 3 NUMBER PLATES MANDATORY

Pits open at 7:00 a.m., practice at 8:00, first race 9:00

$5.00 post entry payabe at gate for Beginners and Juniors and Powder Puff. $3 for Minis. Take Riverside Freeway to Pierce or Magnolia turn-off, right on Magnolia to Buchanan. Call (714) 735-1705 for further information.

calendar

CALENDAR items are printed free as a public service. Mail listing to CALENDAR EDITOR, CYCLE NEWS, Box 498, Long Beach, CA 90801. CYCLE NEWS is not responsible for incorrect information.

(Continued from page 3)

ROUGH SCRAMBLES, TTMC. 395 Cycle Park, Adelanto, Ca. Ultras & LW sign 7, race 9. HW sign noon. D-37 pts. $2 ride, $1.50

HARE & HOUND, Victors. Limed from Red Rock Cyn N of Mojave on Hwy 14. Trail Nov 1 loop. D-37 pts. 213/340-8470; 805/527-4525.

POKER RUN/TELEVISED WEDDING PROCESSION, Wanderlust. Sign 9-11 at 2460 Bates Rd, Concord, Ca. Runs starts at 10:30. Chow down at 2. Then watch Charlie Gregory marry Fran Kiger. Procession through the downtown Concord and Pleasanthill takes place. A must. 415/687-6947.

MX, GNG. Limed S of Carson City, Nev. Sign 6, race 9. $5. Nov $5 mail, $7 post. Am/Ex $10 mail, $12 post. $1000 series purse. 1355 S Wells Ave, Reno, Nev. 89502. 916/544-8509.

ACA MX, Saddleback, Park, Ca. $5 mail (3/10), $10 post. Bultaco Series. Prac 8 am, race 9. 926 W 7th St, Upland, CA 91786. 714/982-7370.

FRIDAY, MARCH 17

USMRC MX, El Toro (Ca) Spdwy. 7 pm. $5 post. Cash to Experts. Box 1027, Pomona, CA 91769. 714/985-3149.

SATURDAY, MARCH 18

AMC ENDURO. Info: Box 663, El Toro, CA 92630. 714/830-7646.

USMRC TT/FT, El Toro (Ca) Spdwy 7 pm. $5 post. Cash to Experts. Box 1027, Pomona, CA 19769. 714/985-3149.

SAT. & SUN., MARCH 18 & 19

TOUR TO EXOTIC INDIO, CALIFORNIA. That's right, bring a two-wheeler to Pacific-Coast Honda on PCH in Harbor City early Saturday and head out to Indio with a bunch of new pals. 350cc and up. Call (213) 326-3810 for more details.

SUNDAY, MARCH 19

MRA MX, Medford (Or) MX Park, on Kirtland Rd. Southern Oregon Championships. Sign 11, race noon. $2.50 entry, $2 pits, $1.50 adm.

MINT 400, Mint Gun Club, Las Vegas, Nev. $56,000 in cash and things. $300 per vehicle. Write "Mint 400", Mint Hotel, Las Vegas, Nev. 89101.

ICE RACING, Dusters. Rainbow Falls Park between Woodland Park & Deckers, Colo. Sign 10 am, race noon. 303/633-9840, 473-3277.

MX, Cloverfield Race Track, Cloverfield Airport, Friendswood, Tex. Gate 8, race noon. $3 race, $1.50 watch. 713/482-7551.

HRA TT/½-MILE, 395 Cycle Park, Adelanto, Ca. Sign 8:30-10. $2.50 per class. $1.50 gate. HRA points. 714/246-6109.

MARATHON, Fremont Rcwy, Fremont, Ca. 125, 250, Open. 415/322-1514.

HRA TT/½-MILE, 395 Cycle Park, Adelanto, Ca. Sign 8:30, race 10:30. $2.50 per class, $1.50 gate. 714/246-6109.

CMC MX, Saddleback Park, Ca. Jrs: $5 mail (3/14), $10 post. Srs: $10 mail, $15 post. 9 am. Box 1402, Costa Mesa, CA 92626.

MX, Yuba-Sutter. Under the E St Bridge, Marysville, Ca. Sign 7, race 10. $3 ride, $2 watch. 916/673-7767.

HARE SCRAMBLES, Buzzards. Limed from 4 Corners (Hwys 395 & 58) Trailbikes all the way. D-37 pts. 10 am.

SMALL BORE ENDURO, NRWRA. 125cc & under. Limed from US 66 & Central Barstow offramp. 2 40-mi loops. 8 am start, E-Z ride. $6 mail, $7 post, add $1 for each team member. (Family Fun Hint: have Dad, Mom, Junior, & Sis make a team!) 2 SASE to Box 2241, Cypress, CA 90630. 714/828-3790.

MX, Gripsters. Elsinore (Ca) Rcway. $5 mail (3/16), $8 post. Sign 7:30, race 9:15. D-37 pts. 7231 Monroe Ave, Buena Park, CA 90620. 714/828-4389.

MX, Redwood Acres, Calif.

SCRAMBLES, Lightweights. Perris, Ca. Ultra & LW sign 7, race 9. HW sign noon. Sidehacks welcome. D-37 pts. 714/987-4488.

ACA MX, Carlsbad (Ca.) Rcwy. $5 mail (3/17), $10 post. Cash to Srs. Prac 8, race 9. 926 W 7th St, Upland, CA 91786. 714/982-7370.

SATURDAY, MARCH 25

AMC MX & CLASS, John DeSoto. Saddleback Park, Ca. $5 mail, $10 post. 9:30 am. AMC membership: $5 to Box 663, El Toro, CA 92630. 714/830-7646.

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BEGINNER & NOVICE
SILENCERS REQUIRED
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Overnight camping, bring your own water
Starting time 8:00 am
$6 Post + $1 for each additional in 3 man teams.
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DOOR PRIZES FROM K & N CYCLE PRODUCTS, RIVERSIDE.
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SEND MEMBERSHIP APPLICATIONS & ENTRY FORMS TO:
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AMC
MOTO CROSS MUNTZ PARK March 11.
ENDURO March 18.

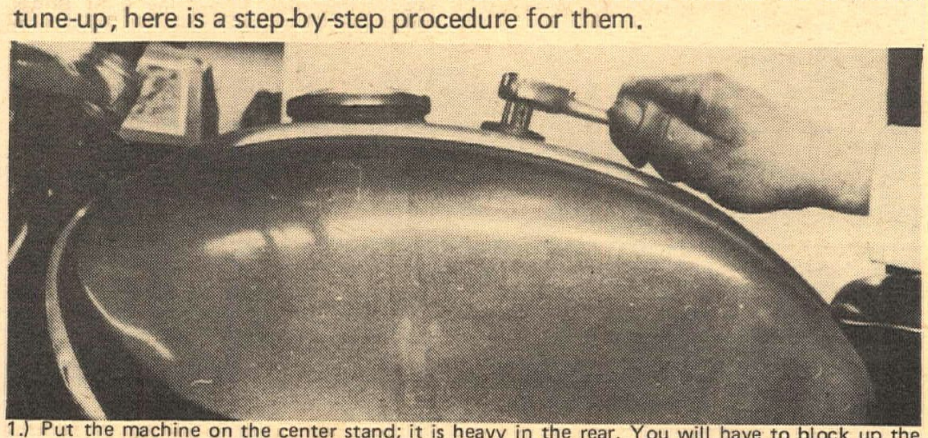
TUNING THE 650 KAWASAKI 4-STROKE TWIN

The Home Workshop

By Rod Breaker

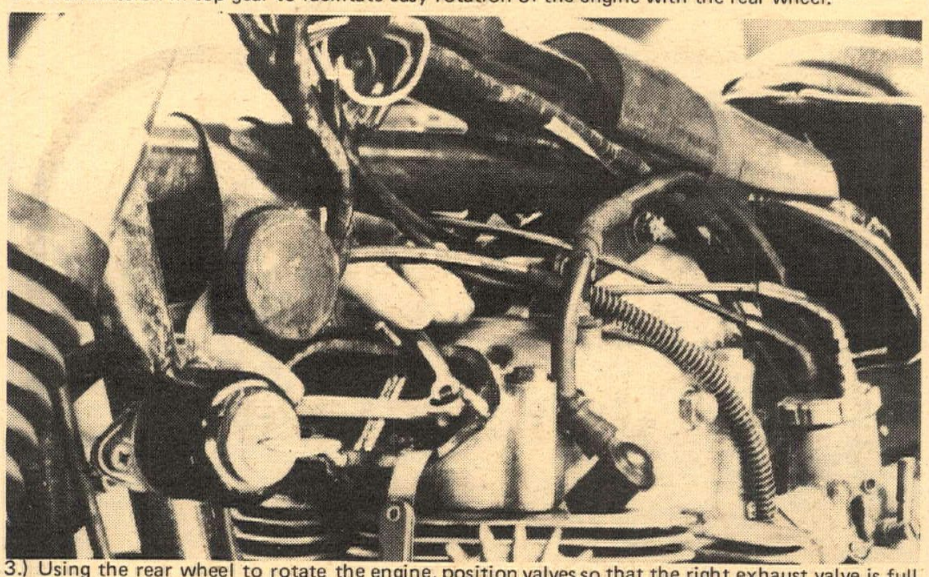
There are many riders lamenting Kawasaki's decision to cease importing the 650cc 4-stroke twin model. While it was not the big seller, those who purchased them swore by them. One thing you had to live with if you owned one was people always asking you, the Kawasaki gas tank on your BSA? Although this is a sore spot with Kawasaki, the style of the machine was in fact copied from the early model BSA twins. Of course the similarity stopped there because they made many improvements both in the engine and transmission as well as the frame and suspension. I can foresee the not-too-distant future when this machine may possibly become a classic; used ones right now are drawing prices above blue book.

As the importing of this model was stopped before the printing of Kawasaki's new all-models service manual, many owners are hard-pressed to find service information. For those who would like to do a minor tune-up, here is a step-by-step procedure for them.

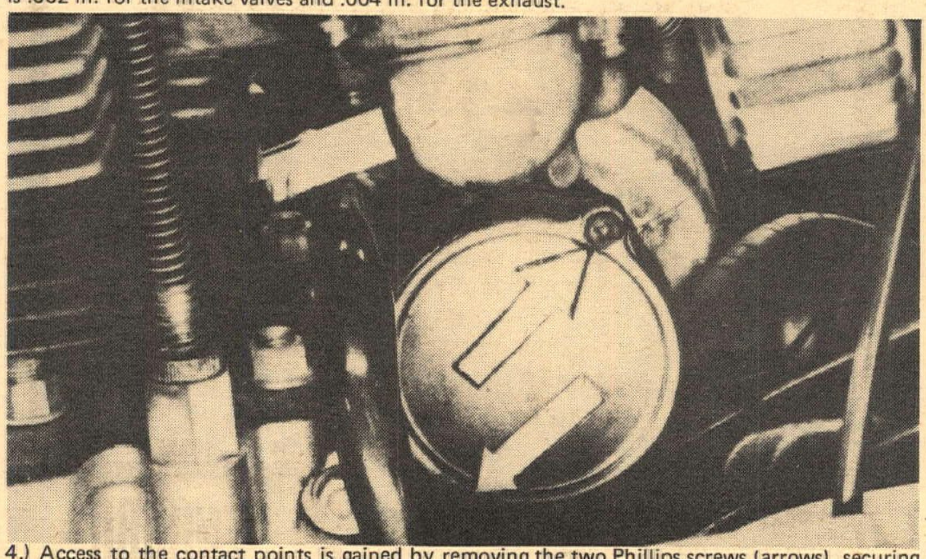


1.) Put the machine on the center stand; it is heavy in the rear. You will have to block up the back of the machine so the rear wheel can be rotated to turn the engine over as needed. There is no sense even trying to adjust the valves without removing the gas tank. Remove the gas lines and the tank steady bolt (arrow). Use a 21mm socket to remove the center fixing nut and take away the tank.

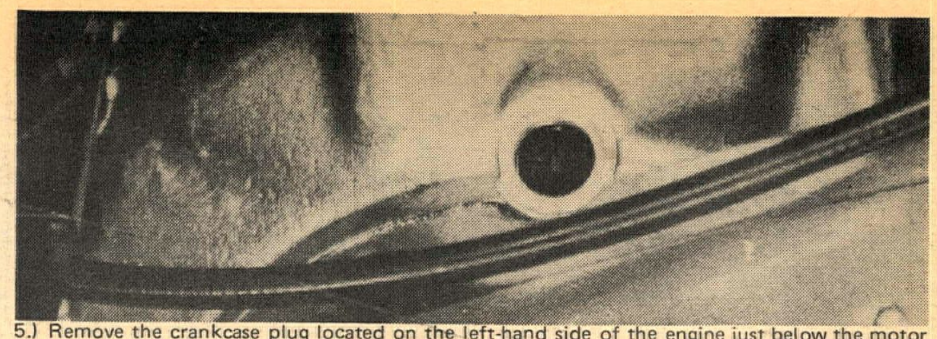
2.) Use a 10mm wrench to remove the eight nuts holding the two rocker box caps in position and remove the caps. If you ruin the gaskets, obtain new ones. Remove both spark plugs and place the transmission in top gear to facilitate easy rotation of the engine with the rear wheel.



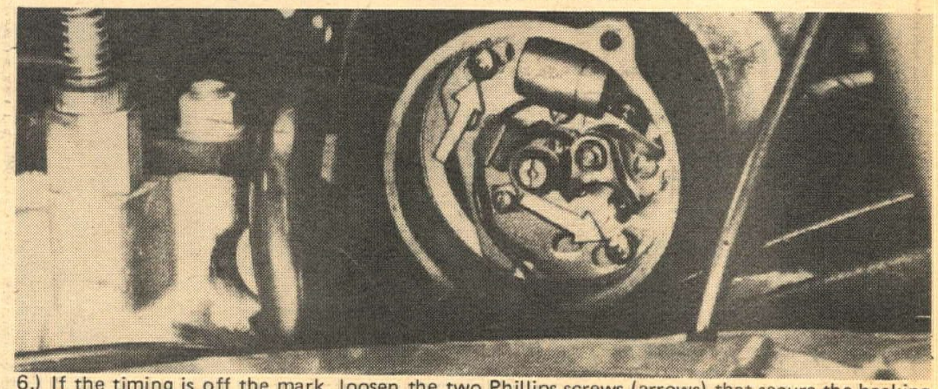
3.) Using the rear wheel to rotate the engine, position valves so that the right exhaust valve is full open, then adjust the left exhaust valve. Then rotate the engine until the left exhaust valve is full open and adjust the right exhaust valve clearance. What fun! Repeat the procedure for setting the intake valves, i.e., opposite one full open. Valve clearances (which must be set on a dead-cold engine) will vary according to different factory printed material, but the latest recommendation is .002 in. for the intake valves and .004 in. for the exhaust.



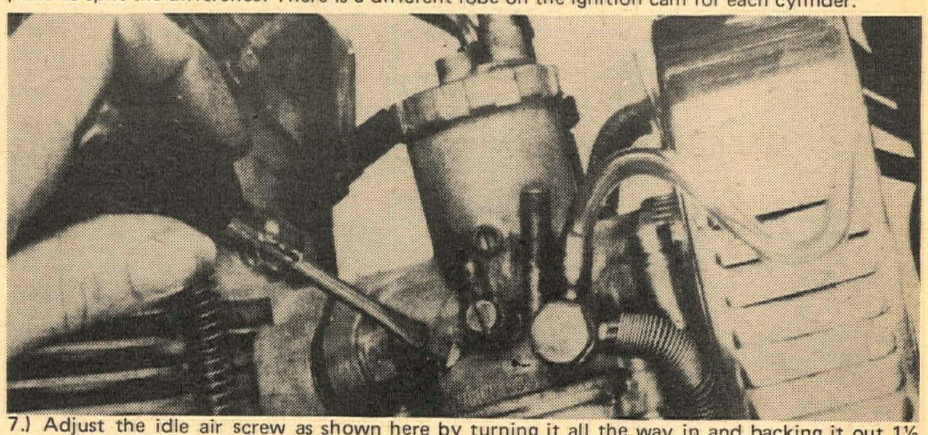
4.) Access to the contact points is gained by removing the two Phillips screws (arrows), securing the cover plate to the rear of the cylinder. Clean the contacts well and adjust the point gap to .016–.018 in.



5.) Remove the crankcase plug located on the left-hand side of the engine just below the motor number with a 17mm wrench. Again, using the rear wheel to rotate the engine slowly, watch for the mark on the flywheel to align with the center of the plug hole as shown. This is five degrees before top dead center and the contacts should open at this point.

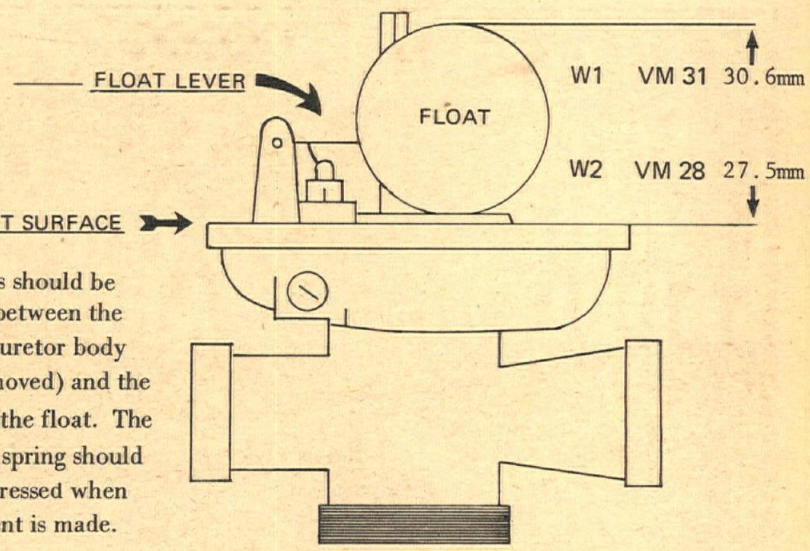


6.) If the timing is off the mark, loosen the two Phillips screws (arrows) that secure the backing plate and rotate the contact backing plate until timing is correct. Use a continuity light or "buzz box" to determine the exact time of point separation. Rotate the engine 360 degrees and check the timing for the opposite cylinder. If there is a difference, you will have to adjust the backing plate to split the difference. There is a different lobe on the ignition cam for each cylinder.

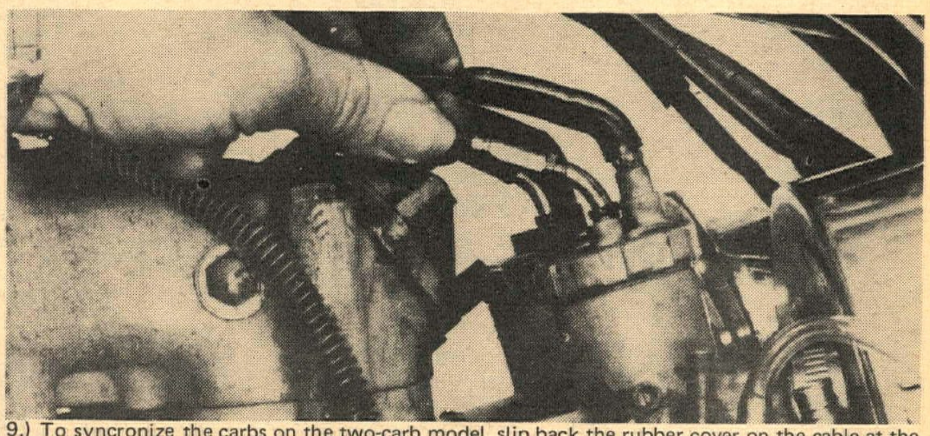


7.) Adjust the idle air screw as shown here by turning it all the way in and backing it out 1½ turns. When the engine is fired up, a ¼ turn either way will usually be all that is required for an even tick-over.

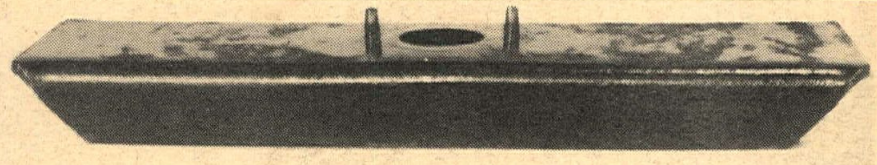
8.) As the machines get older, it may become necessary to re-adjust the float levels. If so, here is the proper procedure and settings for both the 31mm carb on the W-1 models and the 28mm carbs on the W-2 models. Again, you may find that these settings differ from previous information released by Kawasaki, so here's the latest word:



Float levels should be measured between the upper carburetor body (gasket removed) and the bottom of the float. The float valve spring should not be depressed when measurement is made.



9.) To syncronize the carbs on the two-carb model, slip back the rubber cover on the cable at the top of the carb. With the throttle grip held at the full-open position, pull on the housing as shown. There should be no play in either cable. If there is, adjust it out using the adjuster at the top of the carb. The same system can be used on the choke cables with the lever completely in the "off" position. Install new spark plugs (set the gap at .020 in.), replace the tank and the timing plug and fire the engine up. After it is good and warm, adjust the carbs and ride that mutha!



Last installment, Rod showed you how to build a shock-holding tool for Kawasakis. Clever us forgot to print a picture of it. Here it is.

STANDINGS

(Cont'd. from page 33)

351.	Michael Wright	10	Nov
352.	Bob Crandall	10	Nov
353.	Doug Brown	10	Nov
354.	Kenneth Ehlers	10	Nov
355.	Gary J. Spechtenhauser	10	Nov
356.	J. Derhammer	10	Nov
357.	B. Hayes	10	Jr
358.	D. Kribell	9	Jr
359.	Tom Sanders	9	Nov
360.	Thomas A. Martin	9	Nov
361.	Don Mock	9	Nov
362.	Stewart Dowd	9	Nov
363.	James L. Stiles	9	Nov
364.	Steve Rein	9	Nov
365.	Jim Felt	9	Nov
366.	Fred Smith	9	Nov
367.	Bert Solomon	9	Nov
368.	Dean Harrell	9	Nov
369.	Bob Hoeller	9	Nov
370.	Dennis Cain	9	Nov
371.	T. McDonald	9	Nov
372.	David Gruber	9	Nov
373.	G. Herwick	9	Jr
374.	Mark Hibbert	9	Nov
375.	Rod Cowell	8	Nov
376.	Ron Morita	8	Nov
377.	Mike Pennington	8	Nov
378.	W. T. Fletcher	8	Nov
379.	Scott Smith	8	Nov
380.	Michael Closson	8	Nov
381.	Tim Uschyk	8	Nov
382.	E. Sanchez	8	Nov
383.	Paul Kaitz	8	Nov
384.	R. Riddell	8	Nov
385.	Steve Cappa	8	Nov
386.	Carlos Sosa	8	Nov
387.	Tom Conley	8	Nov
388.	John H. Knowles	8	Nov
389.	B. Van Stee	8	Nov
390.	Chuck Herbert	8	Nov
391.	Greg Oesch	8	Nov
392.	Charles Walker	8	Nov
393.	Tom Walton	7	Nov
394.	Chuck Ferguson	7	Nov
395.	G. Koester	7	Nov
396.	Sharon L. Wilson	7	Nov
397.	Richard S. Gino	7	Jr
398.	Shane McDonald	7	Nov
399.	Richard Sieman	7	Nov
400.	R. Maricle	7	Nov
401.	Debra Salmon	7	Nov
402.	James F. Donelson	7	Nov
403.	Michael L. King	7	Nov
404.	George E. Faber	7	Nov
405.	John Alamillo	7	Nov
406.	Ed Segal	7	Nov
407.	Mike Sixbery	7	Nov
408.	Craig Brewster	6	Nov
409.	Tom Broyles	6	Nov
410.	Frank Hough	6	Nov
411.	Mark Steele	6	Nov
412.	Bill Douglas	6	Nov
413.	Tim Walton	6	Nov
414.	David Diaz	6	Nov
415.	Casey Callender	6	Nov
416.	Diane Connelly	6	Jr
417.	Tim Jones	6	Nov
418.	Steve Davison	6	Nov
419.	D. J. Kary	6	Nov
420.	Michael A. Merriman	6	Nov
421.	James A. Hall	6	Nov
422.	Leo Gillette	6	Nov
423.	Leroy Larson	6	Nov
424.	Bill Ring	6	Nov
425.	Roger W. Hall	6	Nov
426.	Frank Morrell	6	Nov
427.	Ray Caselli	6	Nov
428.	Chuck Woody	5	Nov
429.	Ted P. Holt	5	Nov
430.	Steve Watmore	5	Nov
431.	Mickey L. Burton	5	Nov
432.	Daniel D. Ramirez	5	Nov
433.	Don Weeks	5	Nov
434.	Randy Greenwell	5	Nov
435.	Anthony J. Lingrosso	5	Nov
436.	Steve Stark	5	Nov
437.	John Parker	5	Nov
438.	Ronald E. Marx	5	Nov
439.	Rick Bean	5	Nov
440.	John Beesley	5	Nov
441.	J. Carmello	5	Nov
442.	C. M. Pleggenkuhle	5	Nov
443.	Fred Hoblit	5	Nov
444.	Terry Davis	5	Nov
445.	Roger Oien	5	Nov
446.	D. Southwick	5	Nov
447.	D. Carroll	5	Nov
448.	Dan Waller	5	Nov
449.	B. Harvey	5	Nov
450.	Max Porter	4	Nov
451.	Ray Archibald	4	Nov
452.	Bob E. Curtis	4	Nov
453.	Chuck Hendricks	4	Nov
454.	T. Fritts	4	Nov
455.	Robert Kaeding	4	Nov
456.	Bob Gunderson	4	Nov
457.	Mike Marion	4	Nov
458.	Bradley Hunkins	4	Nov
459.	Bruce E. Williams	4	Nov
460.	Donn Broach	4	Nov
461.	Joseph W. Venable	4	Nov
462.	M. Lang	4	Nov
463.	J. Moon, Sr.	4	Nov
464.	Ruth Jean Hudson	4	Nov
465.	Richard R. Fry	4	Nov
466.	Robert W. Johnson	4	Nov
467.	G. Torricellas	4	Nov
468.	T. Lantrip	4	Nov
469.	Jim Tripp	4	Nov
470.	Kevin Wolf	4	Nov
471.	Dave Carroll	4	Nov
472.	Gary Oien	4	Nov
473.	Dan Waller	4	Nov
474.	J. Pearson	4	Nov
475.	Ernest Rubins	3	Nov
476.	Charles Eskew	3	Nov
477.	Don Hedges	3	Nov
478.	Pat W. Powell	3	Nov
479.	Curt Horst	3	Nov
480.	Tom Gross	3	Nov
481.	Ken Carpenter	3	Nov
482.	Gerald L. Pool	3	Nov
483.	Tim Erwin	3	Nov
484.	Ben Hallmark	3	Nov
485.	B. McCleneghan	3	Nov
486.	David W. Packard	3	Nov
487.	Homer Flora	3	Nov
488.	Lawrence Wakatsuki	3	Nov
489.	Rocky White	3	Nov
490.	Bill Ogden	3	Nov
491.			
492.	T. Burgess	3	Nov
493.	P. Lyons	3	Nov
494.	Jim Bearup	3	Nov
495.	R. Parker	2	Nov
496.	Dennis Floyd	2	Nov
497.	Robert Fuller	2	Nov
498.	Ed Jaffe	2	Nov
499.	James H. Weaver	2	Nov
500.	J. McAlpine	2	Nov
501.	Gregory Bebeck	2	Nov
502.	Gary Gelson	2	Nov
503.	Norman Kassinger	2	Nov
504.	J. Scott	2	Nov
505.	Mark Le Font	2	Nov
506.	R. Borland	2	Nov
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508.	Jerry Harris	2	Nov
509.	Sam Lopez	2	Nov
510.	Sue Mintun	2	Nov
511.	Steve Carr	2	Nov
512.	Ronald Blanton	2	Nov
513.	Mark Miller	2	Nov
514.	Michael D. Mills	2	Nov
515.	Brad Stalcup	2	Nov
516.	Craig Marcias	2	Nov
517.	Danny Martin	2	Nov
518.	Ralph Duarte	1	Nov
519.	Alfred V. Perez	1	Nov
520.	Jimmy Rutledge	1	Nov
521.	T. Oswell	1	Nov
522.	D. Blalock	1	Nov
523.	Edwin Leroy Meyers	1	Ex
524.	Marty Brhel	1	Nov
525.	E. Maslon	1	Nov
526.	Robin Gorham	1	Nov
527.	Kenneth Idle	1	Nov
528.	William R. Spahr	1	Nov
529.	Donald W. Thomas	1	Nov
530.	Tom Dolton	1	Nov
531.	David Turk	1	Nov
532.	Leighton Wells	1	Nov
533.	R. Reese	1	Nov

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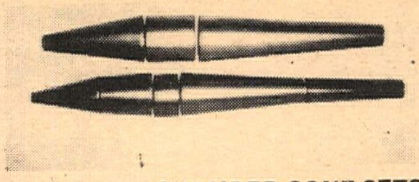

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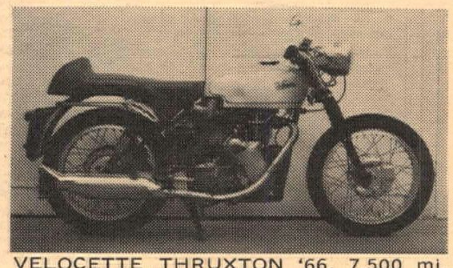

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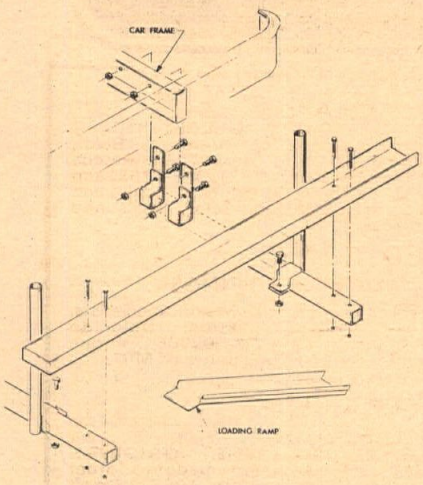

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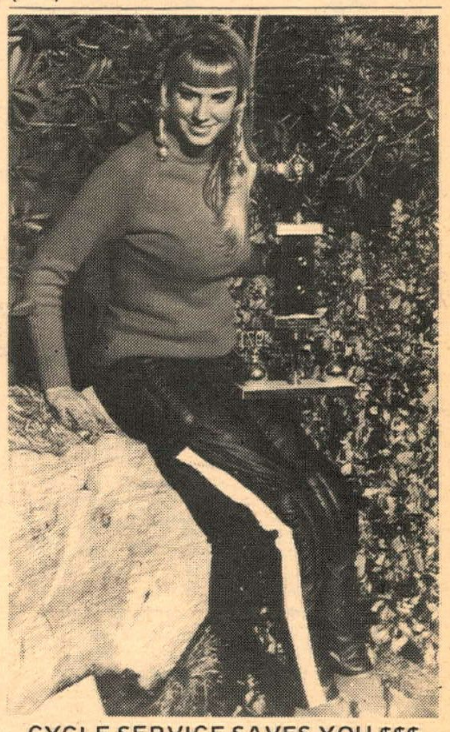

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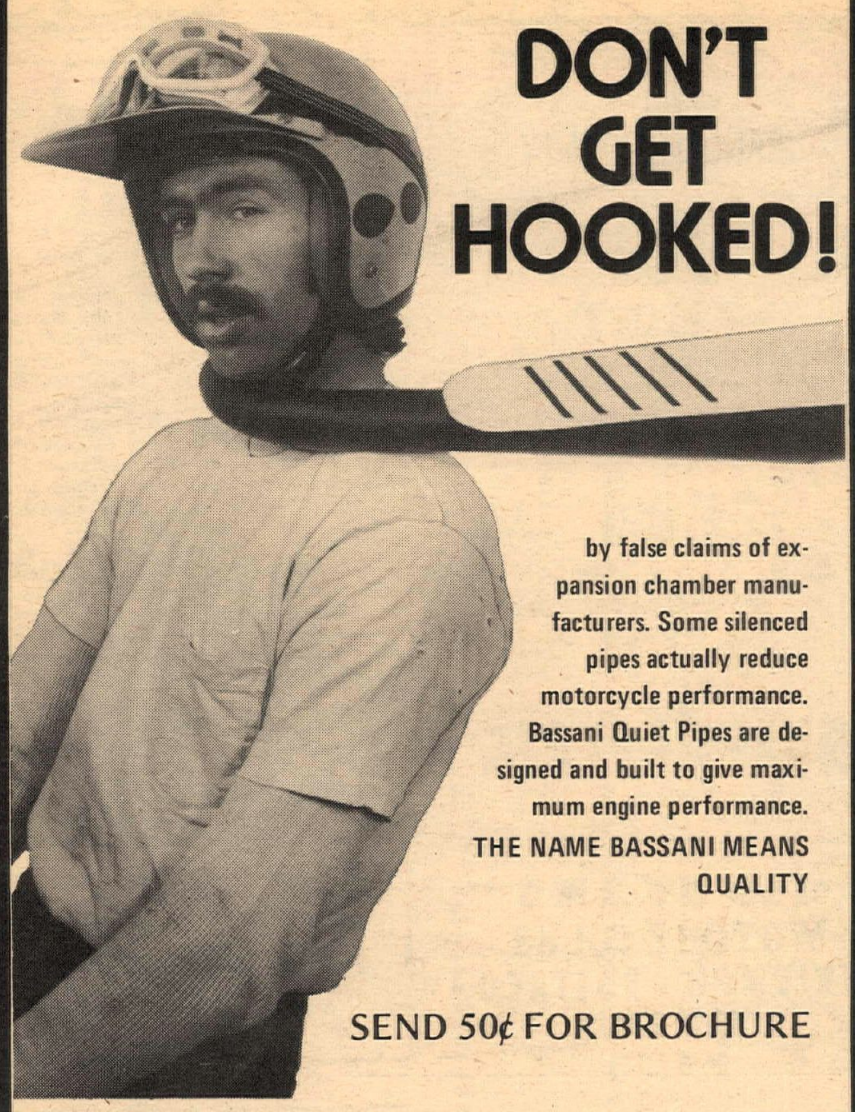

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